


PAUL Dennis
Stories +
original
letters



Interurban
YEARS



Contract
Info
422-424
Rivers Dr.

1985- How the years have "flowed!"

~~Mrs. Seick~~ The Seicks retired from farming in 1964 and moved into a new home in Princeton. Mrs. Seick returned to teaching full time about 1951 and retired in 1976 after 30 years with 20 in the Princeton Kindergarten. They left Princeton in 1977 and are residing in Bettendorf. "Bobby" who was 5 when the picture was taken is now executive V.P. of First Natl. Bank in Iowa City, father of 4 daughters and both he and his wife Bonnie are active in civic affairs. Donald Floyd, who was born ~~the~~ a few months after the photo, is a Bettendorf Orthodontist, father of three "sports loving" boys, husband of Pat, who is a teacher in Des. School system. Mrs. Seick is now enjoying the many ^{social} activities missed while teaching.

Johann Seiter (find out from Joan)
I know he has about 5 children several grandchildren and was employed 3 years at Alcoa. Wife, Jan & he live at 910 N River Dr. Princeton. Hobbies 3 other civic commitments 3 (over)

Leik - I wrote for the New
Democrat and Clinton Herald and
have been corresponding for
weekly papers many of the years.
Presently send the North Scott
Press are happy to receive your
news items.

World War II Mothers

Mothers of World War II was organized in Princeton Iowa Oct - 1954. at the home of Lena Woomert

Projects of the unit are making lap robes. Sending them to four Iowa U.A. hospitals. They donate money each month to the four different hospitals.

In memory of Margaret ^{Kruse} who was a member memorials were given the unit and a T.V. was bought for U.A. hospital at Iowa city

The mothers, ^{with Lena Woomert in charge have} ~~also had a big part in the~~ ~~also had charge of the~~ Memorial Program each year in Princeton. The unit meets once a month and also ^{has} ~~has~~ a sewing day for making lap robes. There is a card party once a year for a money making project.

Unit has been ~~was~~ organized for thirty years. Feryl Clemens and Lena Woomert are chartered members. Membership is around Twenty-five

Some of the members attend the State
and district conventions.

JOYCE BROCHOWE

YOU AIN'T GOT NOTHIN' ON ME !

It was in the 1940's and a dance was expected to attract a large crowd. Many early arrivals stopped in at Carber's Tavern for a little pre-dance socialbility. It was in the building formerly occupied by the M.L. Hire Clothing Store. One minor anxious to be where the action was had to be told to leave on two occasions. Upon his third visit Heine Carber grasped him by the collar and shoved him out the front door. The youth shouted, "You will pay for this !"

During dance intermission the dancers viewed what appeared to be the entire business section on fire. Much of it was. All the buildings between the general store and Whiskey Run were ablaze! Just the first floor of the Barber Shop was saved. Totally destroyed were the Scott County Bee Keepers storage building, the Carbers Tavern, Restaurant, Shoe Repair Shop, two smoke houses, and a two story barn. Heine Carber's brand new Buick in the barn was a total loss.

The State Fire Marshal was summoned. He interrogated the youth who had been enjected from Carber's Tavern and who had threatened reprisals. He said that the youth's answer to every one of his questions was the same. "You ain't got nuttin' on me!"

Now the youth lived in the old Riverside Hotel. The entrance door was locked every night about 11:00 p.m. but adult tenants had a key. One tenant reported that during the night the suspected youth entered the building through the coal bin. Evidence was insufficient for a trial.

Now Heine Carber's problems were not over. He purchased and moved into a building between Whiskey Run and Clay Steet, unaware that the ditch was privately owned and taxed property, he cantilevered a section over the ditch extending south. When he was told by the owners that his ~~encroachment~~ ^{encroachment} would cost \$5,000. he just about had had it. It was just a joke, however. For \$25.00 he purchased the entire width of Whiskey Run and his faith in humanity was restored.

Paul B. Dennis

*need do be
re-typed!*

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1949 Just A Glack'n

Mrs. Harry Kleeburg

Fire Chief Herbert Pletscher was made aware of a condition which might have led to serious proportions at last Saturday's movie in Community Hall, when the fire siren summoned the firemen to the P. A. Remier fire — the sudden exit of the firemen present caused many people to mention the word "fire." Those who hadn't heard the siren were suddenly aware of the word "fire" — They became alarmed and thought it meant that the Community hall was on fire. A few started to leave their seats — the timely announcement by someone in the rear of the hall that the fire was at the Remier home restored calmness and everyone relaxed.

Chief Pletscher states that more lives are lost in fires by people becoming panicky and being crushed than by being burnt — he wishes to inform the public that a fireman is always in attendance at the Saturday movies. He also has instructed the operator of the movie that hereafter when the siren rings he is to make an announcement stating the location of the fire and also make it possible for firemen present to leave without difficulty. The Community Hall has three fire exits — enough to clear the hall quickly if people remain calm.

With Christmas now upon us a few things to make it safe from fire are: Never leave Christmas tree lights or lighted wreaths burning, if you are away from home. Check your tree lights so there is no danger from shorts or exposed wires. A tree that becomes too dry is a fire hazard. Setting a tree in a pail of water helps eliminate the hazard of its drying out to the danger point. Some other hazards that give firemen headaches during the Christmas holidays are: candles, combustible materials festooned overhead for decorations, extra loads on electrical circuits, toys that produce heat either electrically or chemically, open fireplaces, and discarded paper, and taxing heating plants to full capacity.

Sure it can be done! Look at Princeton

The Princeton Wildlife Area, sitting on 1,178 acres in northern Scott County on the Mississippi River, is a habitat oasis in a sea of silt.

First purchased by the U.S. Army Corps of Engineers in the 1930s from a levee district, the water, marsh and timber environment is a haven for several species of ducks, geese, pheasants, deer, muskrat, mink, beaver and countless non-game birds. At its peak, the 348-acre refuge on the south side of the PWA held 30,000 ducks and geese in the fall of 1982. An average of 3,000 to 4,000 ducks visit the refuge daily during

migration season.

In addition to the migratory waterfowl, several blue wing teal, mallards, woodducks and hooded mergansers have established resident nests.

The number of muskrat and mink varies; muskrat house counts show from 50 to 75 abodes each year. Each house contains from two to four muskrats per litter and an average family can raise two or three litters per year. The mink numbers are somewhat smaller, since they raise only one litter per year.

There is a moderate deer popula-

tion in the southwest timber, near where 130 acres of corn are planted each year. Ten percent of the corn is left in row crops each winter to provide food for a variety of creatures. Forty acres of winter wheat in the north central area provide more food.

"The area is a critical stepping stone for migratory birds," said Bob Sheetz, wildlife biologist for the Iowa Conservation Commission in charge of the area.

The ICC took license to manage the area from the Corps of Engineers in the early 1950s. The PWA is

small compared to other wildlife areas such as Green Island (3,000 acres) and Pleasant Creek (2,600 acres), both upriver in Jackson County.

A boundary dike was begun in the 1920s when the lock and dam system came into being. The Corps bought a pump in the early 1950s to add 12 to 18 inches of water to the marsh in the fall.

"But the pump is too small," Sheetz said. "Sometimes it pumps for a month straight to add water." As a result, a new pump with a wider diameter pipe is expected to be in

place by next fall.

In 1982, the levee was reconstructed. Much of the tree roots and beaver dams that cause water to leak out were removed, solidifying the dike. With the addition of more water and a better dike, another 10 acres of marshland will be created.

Siltation is not usually a problem at the PWA, Sheetz said.

"It's protected by the levee," he said. "Eight out of 10 years, it's totally protected from silt. It has a high water quality and produces a lot of food in the form of vegetation for wildlife."

APRIL 1985 QUAD CITY TIMES

Princeton Correspondent, Carrier



—Times Photo

PRINCETON, Ia., —(Special)— During the critical shortage of teachers last year, Mrs. Bessie Sierk of Princeton taught school in addition to maintaining a home and corresponding for The Times. She had taught school for eight years before her marriage, has written for The Times 15 years.

A resident of Princeton all her life, Mrs. Sierk now spends much of her time as a housewife on a 100-acre farm a short distance from Princeton. She is a member of the Echo Rebekah lodge is a member and past president of the past noble grand club of that lodge, is secretary and past president of the local Grassy Lane club. She is also active in women's organizations of the Presbyterian church in Princeton and is a past superintendent

of the Sunday school. She has a small son, Bobby.

Johnny Suiter has been carrying The Times in Princeton only five months but already has a good start toward buying himself a new bike with his earnings. Johnny is the third of a line of John Suiters and is a son of Mr. and Mrs. John R. Suiter of Princeton.

An exceptional young man, Johnny likes arithmetic and is anxious for the summer vacation to end so that he can return to school. Meanwhile he is taking piano lessons and has become well known for singing duets with his brother. Johnny likes ice skating, bicycling and swimming and attends the Presbyterian Sunday school. He also has one sister, who helps him carry papers on his route.

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(She wasn't a native Princetonian)

Oldest resident 8

Lillie Birney 92, is a life-long Princeton resident. She has 4 daughters, 10 grandchildren, 15 great grand children and 7 great great grand children and all reside in this immediate area except 3 grand children.

She was born Feb. 27, 1893 to Alexander and Margaret Ann Fletcher. She attended the rural schools and married Orris Birney Dec. 18, 1912. They farmed in Princeton township until retiring in Princeton 1967. Mr. Birney died May 19, 1982.

Mrs. Birney resides in her own home assisted by children and grandchildren. She has a remarkable memory and can relate ^{long ago} incidents that no one ^{will be here to remember} ~~will be here to remember~~ ~~will be here to remember~~ in the near future.

She enjoys her home, flowers, ~~and~~ family and friends. ~~poor~~

Mrs. Birney has one sister,
Mrs. Luaf Auliff 94, who is
a resident of River View Manor
Home, Pleasant Valley.

~~They are~~ They are the
"youngest" of a family of 10.

(She wouldn't want a picture)

Oldest resident 3

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~~They had 8~~ They are the
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Daisy Norton

92 June 20

A ~~long~~ ^{more or less} term resident of River-
view ~~Manor~~ ^{Manor} home in
Pleasant Valley ^{now 10 yrs} was born
June 20, 1893 in Neb. to John
and Nellie Fickel. They moved to
Princeton when she was quite
young and she attended the local
school.

She married Frank Norton
on Dec 25, 1914 the ^{Dec 27} date both
of their parents were married.
They farmed in Scott County
before moving to Princeton. He
was later employed with the
Riverside Station generating
plant of La - Salle Gas & Electric
Co. for 30 years. He served
as mayor of Princeton 14 years
and passed away in 1976.

Both Frank and Daisy were
active members of Zion Lutheran

Church. He served on various governing boards and she was a Sunday School superintendent, teacher, member of the choir, various church organizations and sang at many funerals of friends.

Mr. and Mrs. Norton were both instrumental in the opening of the Princeton library which was the first library station in Scott County. It augmented service of the County Bookmobile connected with the Eldridge library. The formal opening in Princeton was July 13, 1959 when Mayor Frank Norton, Chairman of the Princeton Library Station invited all local residents to attend the formal opening followed by an ice cream social.

Other "old timers" of Princeton who helped initiate the library were the late ^{Mrs. Harry Kleeburg} Mrs. Wm Rogers, Mrs. Ira Schwalb, Mrs. Arthur Koehler, Mrs. Wm Parr, ~~and Mrs. H. Leatha Fickel~~, Mrs. John Graham, Daisy Davis, Mrs. Burdette Huston, Mrs. Harold Woomert, Evanda Enyeart, Mrs. Joe Wilkinson ^{called} ^{was very busy} Mrs. Burdette Huston, ^{now} residing in Ariz. was the first library attendant. Others who assisted were Mrs. Ray Davis, Washington, and Mrs. Jack Fick who served 20 years and retired in 1977.

Lois Harehill is the present librarian.

(P.S. - any other library info' might be had from Lois H. or Mrs. Fick.)

OH! OH! OH THOSE SHRAPNEL WOUNDS

A local war veteran, who was a bartender, would at the slightest excuse rub his stomach and moan "oh! oh! oh those shrapnel wounds." One day another veteran sat sipping his beer in meditation when it was interrupted by the old familiar refrain. Rushing behind the bar he ripped the surprised bartender's shirt open to view. Not the slightest vestige of even a small scratch was visible. Thenceforth the discomfort of the shrapnel wounds was never mentioned.

-PAUL B. DENNIS



IOWA MUTUAL INSURANCE COMPANY
EDNA W. GARBER, ASSISTANT

APRIL
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7 8 9 10 11 12 13
14 15 16 17 18 19 20
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28 29 30

ASPIRIN

G.E. GARBER'S TAVERN
PRINCETON, IOWA.

WOLVES

As late as 1918 wolves could be heard howling their disapproval as the evening passenger train whistled through town. One of them was silenced by a boy with an old Stevens 12 ga. pump gun that would not repeat. Ralph Ney was hunting squirrels in Arkie's timber when a big gray wolf broke cover from a ditch. Ralph made his one shot good.

He took the carcass to the county courthouse to be sure he had complete evidence to receive the bounty. He was given permission to remove the pelt. This he did with his pocket knife.

A Leclairre painter kept close watch every year on a wolf living in the hills west of Princeton. When her pups were whelped he would tote his gun, a sack and a spade to the den and then dig out the pups. He was asked where the old wolf was when he was doing all of this. "Well," he said, "she was just sitting a few yards away watching me." He was then asked why he didn't shoot her for the extra bounty. He replied, "Why should I kill the goose that lays the golden eggs every year?"

THE WAGER

I was working in my garden when my friend True Engelhardt came to see me. He had made a wager with Clyde Nicholson that he could swim across the river and back in less than an hour. I was to follow in my rowboat to keep the swimmer advised of the time and to also be available in case of a bad cramp seizure.

Each man bet ten dollars and this was placed in my bill fold along with their signed statement of conditions. True entered the water at the foot of Fillmore St. and stroked towards the Illinois shore. He swam leisurely but strongly and occasionally changed strokes. When he reached the Illinois shore he stood up and waved then plunged back in.

About mid-stream he suffered a slight leg cramp and told me to stay close. It was but a momentary delay however as he then stroked boldly to the Iowa shore where he left the water at the old frame warehouse. Time 45 minutes and 40 seconds.

—PAUL B. DENNIS

THE OLD SWIMMING HOLE

Located below the high bank of the river at the upper end of town it afforded privacy and much enjoyment to the boys in the buff. Who be unto anyone so modest as to wear a swim suit. The bottom had its share of sharp rocks and razorback clams. A cut or two could be expected. Leeches also would get between the toes which had to be examined upon leaving the water. About 15 or 20 boys would frolic in the water sometimes both in the morning and in the afternoon.

After the swim it was nice to stretch out on the grass on top of the bank. Someone would always have a sack of Bull Durham and some papers. Various subjects were discussed between puffs such as fishing but the most popular one was "whats doing tonight?" Sometimes the northbound freight would stop to permit the southbound passenger to pull onto the siding. Invariably the former would have a cattle car of Muscatine melons. As a rule the top end gate was without seal. As one boy said, "This is not stealing but they wished to make some samples available."

THEY CAME FROM PRINCETON

1/3

Most communities produce some young men who attain distinction. Princeton is no exception to that rule. Considering the small population it has done exceedingly well. We have recorded some of those men of this century. Job descriptions are from information that was available.

JOURNALISM

Robert Elliott: Recognized nationally as a foremost authority on milk processing and promotion. Formerly was Product Manager with Crepaco, Chicago, Ill. Now Managing Editor of the American Dairy Review.

Mervon Fulton, Editor of Times-Democrat.

PHYSICIANS AND DENTISTS

Samuel Fletcher, Doctor of Clinical Psychology. Director of Mental Health Center, Danville, Virginia and in addition a private practise.

Donald Sierk, D.D.S. Orthodontist.

Vern Grams, M.D. California.

MILITARY

Col. Harold Penrod, Ret. California, U.S. Army.

ACCOUNTING

Emory Schaefer, Auditor, U.S. Government General Accounting Office.

BANKING

Robert W. Sierk, Senior Vice President of First National Bank of Iowa City, Ia. Chairman of the United Fund for 1984.
Stephen G. Suiter, Executive Vice President of Farmers' Savings Bank of Princeton, Ia. and Leclaire State Bank of Leclaire, Ia. Active in civic affairs and a church officer.

Glenn H. Suiter, Chairman of the Board of Directors of the Farmers Savings Bank and Leclaire State Bank.

INTERNATIONAL CORPORATIONS

Paul D. Dennis, Jr., Vice President of Finance and Administration of Davy-McKee Corp. of Lakeland, Fla. and Houston, Tex.

Director of GDM, Davy-McKee, Ingenieria, C.A., Caracas, Venezuela all subsidiaries of Davy International of Great Britain. Member of Florida State Legal Grievance Committee.

Richard D. Dennis, Retired as Start-up Works Manager of Alcoa's Rolling Mills in Swansea, Wales. Now Superintendent of Logan Rolling Mills of Russellville, Ky. a division of Atlantic-Richfield.

LAW

2/3

Otto Thomsen - Corporation Attorney, Kansas City, Mo.

Jasper Morgan. Attorney, Clinton, Ia.

MERCANTILE

Charles Morgan. Successful merchant. Leclaire, Ia.

Merlin Boll. Maintained the good service and business volume of Boll's store.

Hilding Lund. Dealer in farm equipment, automobiles and maintained a service garage.

Afforded employment to many.

ENGINEERING & MANUFACTURING

Lawton Engelhardt - Executive. Eastman Kodak Co.

Eilwyn Krueger - Retired as Production Manager of the Maytag Co., Newton, Ia. Then founded the Leclaire Manufacturing Co.

Harold Woomert - Supervisor for Dupont Co. Long service as Princeton Councilman a records Manager of Oakridge Cemetery the past 10 years.

John R. (Bob) Suster. Engineer for Dupont Co.

The most outstanding and progressive mayor of Princeton in its history. During his administration he was the motivation behind the construction of the municipal water works, a sewage system and the Watertower Park and Recreational areas.

These 2 articles may be used at your option.

In the past, however, a nickname in the station was not unusual. In fact, some even had a double nickname such as Tom's Tom. An incomplete list of the 1930's follows:

ALF
BIG WRIST
BOOZER

CAP

CATFISH

CHICKEN

CHINK

DARE

DEL

DOD

DUMMY

FICK

HEINE

HOWD

HOOKEE JOE

HUB

INDIAN JOE

JIT

KAISER BILL

KIKU

NARD

NEYKEE

OPIE

PANDY

PAPPY

PRESS

PL DE

RATTY

RED

ROCKY

SKINNY

SKY

TEABO

TINK

TIG (TIGARETTE) LOUIE

VICKIE

WHITEY

ETC.

THE COMING OF THE TELEPHONE IN PRINCETON, IOWA

In 1952 Mr. M. A. Fulton, then editor of the Daily Times in Davenport, wrote, "Old-time Phone Vagaries in Small Towns Are Recalled". This column could be called "Knife Switch to Dial Phones". It is a little information about telephone progress in the Eastern portion of Scott County and as such similar to the story of rural telephone development everywhere.

The 1st switchboard at Princeton was home made by and undertaker with a flair for electrical gadgets and consisted of knife switches of the kind similar as lightening arresters. An incoming call was answered by closing the switch on that line. Ringing a subscriber, was done by hand using a hand crank magneto. The first switch was thrown open and a switch on the line of the subscriber being called was closed. To make the connection both switches must be closed.

In those days there were no phone numbers. In the event of more than one call being made through the switchboard cards, plugs and jacks had to be used. Only three plugs were provided in those days, but that was enough then. Whoever made the connection had to know the names of all the phone users, connected! Some years later when an attempt was made to introduce numbers, the complaint was raised by some users that the Phone Co-op was wanting to grow too fast.

John Anderson was a pioneer in the movement to establish rural telephone lines in Eastern Scott County. He invisioned the exchange at Argo as a central point. His views were kept alive

(2)

long after his death. The lines were cooperatively owned. Disputes sometimes arose in regard to the assignment of certain rings. A few of such rings might be 2 long rings; 1 long-2 shorts; 1 long-3 shorts; 2 shorts-1 long; 2 shorts-2 longs and so on. If a line has 10 or 12 even more, the user would have to listen closely for the number assigned to him. The Argo exchange was added to Princeton in 1955.

Dr. John Knox was a vigorous and combative citizen of Princeton and was one of the first users. He demanded his ring to be 2 longs! The central office was called by 4 longs - 1 short. Dr. Knox finally had to give up his 2 longs for some other combination. A doctor in another town insisted on having 5 longs - 1 short ring as his ring. Everyone on the line would reach for their receiver to see who was sick or injured! The advertising was good for the doctor, but rough on the operator!

In the beginning service was connected by 1 wire and the ground connection. There were very little or no electric power lines around the country, so noise from the service was not bad. The one wire system caused bad cross talk sometimes. If some folks with strong voices were on one line and someone picked up their receiver on the other line all 3 parties might be able to talk together even without any electrical connection. This is where the practice of eavedropping grew, especially in the country lines. Almost any time of day folks could pick up their receiver and be entertained - maybe by the hour! Some folks really liked this passtime, but some didn't appreciate being listened too. Some people even had a habit of broadcasting all the news! Of couse,

(3)

there were no radios until perhaps 1918 or 1920.

In those times, at least in the country, the rural folk would build their own line and get a connection into the switchboard, probably in someones home. These rural users might pay \$6.00 for 12 months of service. These users would have to hunt their own trouble. Eventually, World War I came along and more telephones were connected and many men went off to war, leaving few to keep things going. They finally decided to pay more dues and some fellow (linesman) be responsible to keep the telephones working. A family by the name of Fulton was somewhat responsible for a number of years.

It was about mid 1930 that Mr. C. F. Fawcett from Geneseo, Il. purchased the Princeton and LeClaire telephone exchange. Many of the rural lines were still owned by the people on them. Mr. Fawcett tried very hard to keep the telephones working. He was getting advanced in years when he sold to us on March 6, 1946. (Russell and Evonda Enyeart) At that time there were almost 100 magneto (crank) type telephones in Princeton and at least one old one wire and ground line that had 15 homes connected to it. Many times we felt we were foolish to undertake such a task! Much of the old wire was so rotten that if it fell to the ground it could not be put back. New materials had to be used. Little by little folks found their service improving, then their neighbors wanted a telephone. The subscriber list grew and grew! In 1959 we sought to borrow money to change Princeton phones and switchboard to dial equipment. The money part was a problem; few people with it, wouldn't loan it to a small town telephone exchange. It all came to pass though in 2 or 3 more years; we made it possible to have

(4)

DDD (Direct Distant Dialing), and we could send and receive calls from foreign exchanges. The subscriber list continued to grow. We were continually working to cut the number of subscribers on a line. The work load kept growing as more and more telephones were added. Finally, on March 1st, 1967 we merged with United Telephone System (after considering 5 other companies). I remained as local manager until I turned 65 years old in 1970. I gave the United Company several ideas I still wanted carried out. One project was extended area service to Davenport and suburbs, many more (circuits) to Davenport and to the world, etc., etc., United Telephone has done them all!

It seems there is no end to the new ideas and services. A few of the recent ideas are the cordless telephone (this artical was written in the 1980's for our history book P.M.) You can hang it on your belt or pocket and go out to the barn, garage, garden and receive or make calls! These telephones may be used for inter-coms as well. There is great advance being made in mobile service.

The use of satelites to improve and provide is advancing day by day. And now there is a new idea called Cellular Communication, which sounds very interesting. A thread simular to nylon is also used to send messages over, instead of wire.

I'm glad to have been a small part of the communication enterprise in the 20th Century.

Russell Enyeart

(Russell J. Enyeart was born May 27, 1905 in Chariton County, Mo. He married Ewnda Hershey on March 1, 1942. He is a member of Gideons International and active with the Davenport Camp of Gideons. He is an active member of the Presbyterian Church, serving on different boards and committies. He has been blessed by Missionary Work Crusades in Brazil, South America and Mexico. His children are Richard and Weeneja. There are 7 grandchildren.)

~~THE~~ ~~COMING~~ ~~OF~~ ~~THE~~ ~~TELEPHONE~~ ~~IN~~ ~~PRINCETON~~
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by cause of
myself

A bit about Princeton
~~and the coming of the telephone~~
I don't know much about the
~~history~~ of telephone service
~~here~~. In the beginning service
was connected by 1 wire and
the ground connection. There
was very little or no electric
cover here around the country
so noise from that source
was not bad. The one wire
system caused bad cross talk
sometimes. If some folk with
strong voices were on one line
and ^{someone} picked up their
receiver on another line all
3 parties might be able to
talk together even without
any electrical connection.

That is where the practice
of ~~eavesdropping~~ grew up.

EAVESDROPPING

especially in the country lines
most any time of day folk
could pick up their receivers and
be entertained maybe by the
hour. Some folks really liked this
pastime and some did not
appreciate being listened too.

Some folks even had a habit
of broadcasting all the news
of course there was no radio
until perhaps 1925 or 26.

No daily newspaper or TV.

In those times at least in
the country the rural folk would
build their own line and get a
connection into the switch-
board probably in some ones
home. These rural users might
pay \$5.00 for 12 months service.
These users would have to
hunt their own trouble.

3) Eventually, World War I came along and more telephones were connected and many men went off to war leaving few to keep things going. They finally decided to pay more dues and have some fellows (linemen) to be responsible to keep telephones working. A family by the name of Fulton was somewhat responsible for a number of years. If there was any other telephone people in the ^{area} ^{mean time?} I don't seem to remember of ever knowing. It was about mid 1930 that Mr C. F. Fawcett from Bensenville Ill. purchased Princeton and Le Claire telephones and many of the rural lines ^{were} ~~was~~ still owned by the people on them.

4) Mr. Fawcett tried real hard to keep telephones working but World War II came along and building and repair materials were difficult or impossible to get, so he was having a difficult time to keep both town exchanges working.

He was also advanced in years. On March 1st 1946 the two telephone exchanges were sold to Russell and Eva Mae Emcart. At that time there were almost 100 Magneto (Crank) Type telephones here at least one old one wire and ground line had 15 homes connected to it. Many times we felt we were foolish to undertake such a task. Much old

5) wire was so rotten if it
fell on the ground it could
not be put back. New wire
materials had to be used.
Little by little folk found
their service was improving
then their neighbors
wanted a telephone. The
subscriber list grew and
grew. In 1959 we sought
to borrow money to change
Princeton phones and switch-
boards to dial equipment.
The money part was a problem.
Few people with it, would
loan it on a small town
telephone exchange. It all
came to pass. 2 or 3 years
later we made it possible
to have DDD (Direct District Dialing)
we could send and receive
calls from foreign exchange

6) The subscriber list continued to grow. We were continually working to cut the number of subscribers on a line.

The work load kept growing ~~to~~ as more and more

telephones were added.

Finally on March 1, 1967 we merged with United Telephone System (after considering 5 other companies). I remained as local manager until I was 65 years of age, 1970.

I gave the United Company several ideas I still watch carried out. One project was extended Area Service to Davenport and suburbs, many more circuits to Davenport to the world etc etc. United Telephone has done them all.

7) It seems there is no end
to new ideas and services.

A few of the recent ideas
are the cordless telephone you
can hang ~~it~~ on your belt or
pocket go out to the barn,
garage, garden and receive
or make calls. These
telephones may be used
for intercom as well.

There is great advance
being made in mobile service.

The use of ^{SATELITE, S} ~~Satellites~~, to
improve and provide is
advancing day by day.

Now there is a new idea
called Cellular Communication.

(It sounds very interesting).

A thread similar to nylon
is also used to send messages
over ~~instead of using wire~~

8) These ideas are it a
big ^{surprise} ~~surprise~~ to me for I
remember our Great God
the creator of the human
Brain and mind has given
us a fantastic ability.

I'm glad to have been
a small part of the
communication enterprise
in the 20th century
✓

by
Russell Emgeant

INVITING CHOICE

Princeton at one time boasted two lodging places. One was operated by the Roach Family and the other by the Slaughter Family. A salesman, intent on staying in town for a few days, inquired of a local resident as to the availability of a room. "Oh yes", replied the latter, "You have your choice of either the Roach House or the Slaughter House."

—Paul B. Dennis

All 4 eggs are
from Berne Sierb

1
Gonna Hopefully, I'll Stewart
will have more or different info on

The Farmer's Institute

These days started in 1907 and in continued through ~~1933~~ the 1930's. At the beginning it consisted of Princeton Butler, LeClaire, Lincoln Pleasant Valley and Alexanders Townships. The last few years it was just Princeton and LeClaire Townships.

The days were held 2 nites - Princeton one nite and LeClaire the other. Enclosed is a typical program and cast.

Mildred Holst and Hilda Stichter was President and Vice President ^{consecutively} of the Women's Division for a number of yrs. Men's Division officers were Herbert Sawyer, superintendent of grain, Clarence Boxker, ~~secretary~~ ^{superintendent}, Hugo Sierb, Secretary and Wesley Schmalz, Treas. Meetings were held in Gutschers Hall & later in the Community Hall.

Grassy Lane Club

In 1918, Alvina Schmalz organized assisted by Edith Barker, home demonstration agent, the Grassy Lane Group.

~~Family~~ This was, of course, during the era of the one room schools. Family gatherings, group singing and suppers were held at the Grassy Lane School. Teachers also presented a program. At that time

2/

of Quinceton

Mary Mess was the teacher. The ladies started having monthly meetings with a lunch being served. They made dress forms during the youth of the organization — learning how to make their own clothes. Club was ^{quite} active when Rachel (Morgan) Resche and Bessie Sierk was teachers there. Olga Kerr and Anna Graham are no doubt the only original members.

Ethel Oakes would drive her horse & buggy to meetings and pick-up along the way, followed by her yellow airboat dog.

At one time, the teacher was expected to have entertainment each month. It was cut down to about 3 or 4 a school year.

(3)

~~(Interesting Story in Scrap Book)~~

Princeton Community Club

Princeton Community Club opens new Auditorium to public Thurs. eve Nov. 20 1928

Wesley Ball has one of the finest grocery stores to be maintained in a small town. Following is a 1928 story about his building.

Thurs. afternoon at 5 o'clock the new Community Club-house in Princeton will be opened to the public, festivities beginning with a chicken supper. Preparations are all complete. There's no doubt as to what is to had for the people of town and country. have donated 200 chickens, 10 bushel of potatoes, 150 pies and all the other supper "goodies" and if anyone is a good figure, he should know how many people may be fed.

This will be followed by a program at which T. E. Carroll, Davenport, is the principal speaker. There will be carnival features and then a dance for which Guy Lawrence will play.

Now why is it that Princeton is doing this? It is because of the big development of a community spirit that just a few months ago organized the Community Building.

company and purchased the 3 story building, the
erection of which was begun about 1903
by Dr. John Knox. Because of illness and
financial problems, the structure was never
finished & completed.

Consequently fifty farmers and business men
got together, took over the building and organized
a company, ~~had~~ put \$10,000 into the project
with splendid results. ~~Don~~ ^{Harry} ~~Kearney~~ was
given the contract for a two story building
with a substantial basement, ~~and~~ with
a cement floored dining room and kitchen.

On the first floor are two fine store
buildings, one of which is already rented
to H.W. Boll, who will move his grocery
stock from another building.

The second floor gives a community
Auditorium with finely equipped stage and
elegant dance floor, ~~beamed ceiling~~. The
room is finished with hard wood floor, beamed
ceiling, dark oak woodwork, side pull curtains
with overhang of Spanish velvet. The interior
is artistic and will meet the requirements of a
large clientele.

Since the entire building is 46 x 76 feet an
idea of its splendid service is easily arrived at.

Officers in 1928

Pres - Herman Kroeger
Vice - A.H. Schmolze
Secy. - Wm. M. M. M.

Directors - J.C. Du Croy,
Harry Halst and Frank
McKnight.

(4)

Princeton Welcomes Public Improvements (Daily Times - 7-10-56)

A new postoffice, a thriving boat club, repairs to the town hall and fire station, construction of several new homes and work on streets mark the progress of Princeton — "The City with a Future".

The new post office, recently completed, costing about \$6,000 gives postmaster Will Rogers and his staff sufficient room in which to do their work. The rural carriers who serve the Princeton area also have more space where they sort their mail before and after making their trips.

George Beuse opened his boat club this year, and offers service to area boaters, as well as sales of marine equipment. His boat landing is ~~providing~~ a popular place where river "sailors" tie up their craft when they come to Princeton.

The city hall and fire station have been remodeled and now there is ample space to house the town's three trucks, which include a 3,000 gal tank truck.

25 men are on the volunteer fire dept. and

they have given much of their time in
- working on the repairs to the city hall
and five ~~other~~ houses.

All the Princeton streets have been
black topped and put in first class shape
and several new homes have been added
during the past months. More ~~Princeton~~
homes are planned as Princeton moves
ahead to make it a popular trading
spot along the Upper Mississippi in
Scott County.

P.S. Maybe Anne could be recognized
for her years of service if she is
returning soon.

CAP'S PET

①

John (Cap) Rook lived in the first house north of Budd Creek on River Drive. There was just room enough for his house and barn between the ~~road~~^{I-I tracks} and the base of the cliff. A few acres on the top of the hill were available for tillage or pasture. John was an early pony express rider. This no doubt accounts for his Indian bride. Later he took up steamboating and acquired the nickname Cap.

At retirement he used his tillable ground for growing cane. He even had his own sorghum mill. In later years he was content to tend a few milk cows. He devised a yoke that permitted him to carry two buckets of milk to dispense to his customers in town. In this occupation he enjoyed no modern conveniences such as a milking machine or vermin and insect control. While seated on his milking stool his wife with one hand would ~~wave~~^{wave} a palm-leaf fan and, with the other hand, use a fly swatter vigorously. He had no rat problem. A giant bull snake ^{that lived in the barn} took care of that. A certain camarade and understanding existed between the snake and Cap. Cap would talk to the snake, stroke it gently with a stick and always provided it with a bowl of milk.

This strange relationship ~~it~~ continued for many

②

months until late one spring. After a long winter's hibernation the snake evidently sought some companionship with one of its kind. It wandered into the garden of Col. Miller. Now Miller was a newcomer in the community and wasn't aware of all local bits of interest

He was terrified by the awesome size of Caps Pet and rushed into the house for his shotgun. The snake, that had always been the object of kindness by man heretofore, was an easy

unsuspecting target of the shotgun.

A neighbor sauntered over to learn the cause of the gunshot. He was aghast when he viewed the dead Caps Pet. "Do you know what you have just done?" he asked, "You have killed Caps Pet. Better say nothing to anyone about this lest it reaches the ear of Cap."

Since the participants of this drama have long since passed away the danger of a confrontation is over and now the story can be related.

GRAVEYARD HOAX

A curious and somewhat excited crowd had gathered in the 400 Block of Lost Grove Road. A reporter with sound truck from WOC was on hand. An almost hysterical woman sobbed that her house might require moving. The town marshal was called.

A startling discovery had been made. Two old limestone grave monuments had been discovered at the extreme rear of the Baxter property. The area was a pioneer graveyard according to the on-lookers except one.

The town marshal jotted down the names and dates on the markers and called on the Oakridge Cemetery Director who had the cemetery records. The latter smiled and opened the ledger to the Baxter Lot. There were two monuments with names and dates in complete agreement with the ones on the old stones. Harry Baxter had purchased new granite monuments then tossed the old stones on the rear of his lot.

HIDDEN CAVE

During the middle of the past century a large underground storage room was blasted from solid rock on the west side of River

Drive South of Whiskey Run. Access was by a trap door over a stairway beneath the west edge of the sidewalk. After the Comanche ^{cyclone} ~~to~~ made local people apprehensive of the danger, many kept a watchful vigil near the entrance should ominous storm signals appear.

Heine Carber's adjacent tavern utilized the cave for the storage of bottled beer. The temperature of the brew thus stored was preferred by many discriminating customers. Calls for "One out of the cave", were common.

After the Carber tavern was destroyed by fire the entrance stairwell to the cave was plugged with rocks and concrete. Later some interest was manifested in reopening the cave but the expense of the fill removal and construction of new steps discouraged this.

①

HERE HE IS.

As a very young reader I was fascinated by Hans Christian Anderson's "The Ugly Duckling".

Little did I realize at the time that in later years I would witness a similar transformation.

Just prior to being away from Princeton for several months I visited my brother Walt. He lived in the little brick house, in the 600 block on 5th St., known to old timers as the Bowley place. Walt often referred to 5th St. as Skyline Drive.

Walt was seated outside and had the company of "Pappy" Long and John "Chink" Rook. My attention however was not directed to them but to another visitor struggling to make its way uphill through the garden. The Kitten could only travel a few feet at a time before falling exhausted. It finally arrived in front of Walt's chair where it collapsed. Its little wet and trembling body was but skin and bones and its neck was devoid of hair. It was indeed a pitiful sight. Walt said, "Go away Kitty I don't want you here". The Kitten remained motionless. It had expended its last

cont.

② energy. Walt shrugged his shoulders and went into the house. He returned with a can of Pet milk and a crust of bread which he placed in a saucer before the Kitten. After taking this nourishment it went to sleep beneath Walt's chair. He took an old towel that was drying on the fence and ^{regularly} covered his now found friend.

Several months later I returned to Princeton and visited Walt. This time he had the company of Lady Anderson. Again my attention was directed to the other company. Upon Walt's lap was stretched the most beautiful big Persian Tom one could imagine. It had a big ruff around its neck which Walt was stroking and the cat was responding by playfully patting his hand. A fleeting thought flashed through my mind but I thought that too improbable. I did however inquire about the starved sick Kitten. Holding the beautiful Persian aloft he passed him to me saying, "Here he is!" chuckling and

HERE HE IS

HOUSEBOAT DWELLERS

Most river towns had some houseboat dwellers and Princeton was no exception. Nestled below the high river bank at the upper end of town they were afforded both privacy as well as protection from the cold northwest winds. The hulls were constructed of two inch planks and a subfloor provided a generous air space beneath. One heating stove sufficed. A sandpoint and pitcher pump was the usual water supply.

Charley Carr and his wife lived just below the Alf Schulz home. After retiring as a commercial fisherman he became the janitor of the old stone school house.

Just below the Carr boat was the location of Joe Neys' boat. Joe lead a very peaceful life and had a very soft quiet manner. He enjoyed conversing with friends.

Below the present Lockon Plant was the boat of Jack Phelps. It had the distinction of having a cold water spring gushing from the bank near his door way. This was before the days of the Thermo jugs and was the last source of supply for the old burlap covered jugs for those going

②

fishing upriver. The water was evidently safe to drink as no cases of typhoid or dysentery were attributed to it. Jack was a retired railroad man and his hobby was his two inboard powered launches, the Drake and the Duck. They were painted red, white and blue and had rounded prows like Dutch whalers. After Jack's death his place was declared untenable and was destroyed.

PRINCETON BAKERIES

John and Lester Swanson were well experienced bakers and had a thriving business in the 400 Block River Drive. In addition to their local sales they had outlets in neighboring towns. John's wife helped in the bakery and the father drove the delivery trucks. The quality of their products was excellent but their financial management was not. Their closing was due to the latter.

Prior to the Swanson Bakery, one was operated by a man simply known locally as Indian Joe. It was on a much smaller scale and lasted but a few months.

MURDER ON FOURTH ST.

It was a typical small town frame house. A nice bluegrass lawn and stately evergreens gave it an exterior appearance of peacefulness. Inside however it was fraught by domestic strife of the tenants.

It ended one day when the husband shot his wife and daughter then ended his own life. It was a tragedy unprecedented in the history of the town. It was inconceivable that such a thing could happen in a community of such gentle people.

In later years the subject was avoided, and if discussed, it was with subdued voices. There never was a meal eaten nor a night's rest taken in the house thereafter. Its doors and windows remained locked. Finally after over half a century of vacancy it deteriorated to the extent that it had to be razed. The grounds were leveled and reseeded. The place reverted to its former appearance of earlier days.

WRONG PLACE - WRONG TIME

John "Stagee" Hire lived upstairs on the east side of River Drive in the 300 Block. During mild weather he would leave an old kitchen chair on the sidewalk next to the building and at the foot of the staircase. It was a nice place to visit with people going to Alban's Drug Store or the Post Office. Frequently he was molested by boys who would shout up the stairway, "Stagee Hire you are a liar." They would then retreat around the corner of the bank.

One evening Stagee heard someone move his chair. Armed with a billiard cue and in bare feet he stealthfully crept down the stairs. At the bottom he took a vicious swing with the cue and heard the thud as it hit its mark. Triumphant, he stepped out on the sidewalk, and to his dismay, saw Curt Speer stretched out in the chair knocked cold. He had been waiting for the drug store to open. Now this could not have happened to a nicer or more friendly man. He was not hurt badly but thereafter gave the chair a wide berth. Strangely enough the molestation of Stagee Hire stopped.

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Princeton, Iowa

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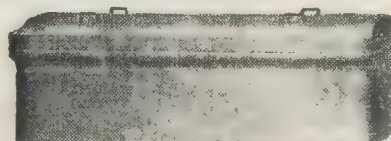
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The Company reserves the right to change the subscriber's telephone number, or designation at any time.

Non-subscribers are subject to a 10-cent service charge for use of telephones.

PLEASE CALL BY NUMBER

A

Ague, Dan—Princeton R. R. 1	1017
Auliff, Edgar—Princeton R. R. 1	711
Auliff, Robt.—LeClaire R. R. 1	704
Auliff, Russell—LeClaire R. R. 1	727

B

Baxter, Will—Princeton R. R. 1	1071
Bickel, F. E.—Princeton	1816
Birney, Mrs. H.—Princeton	3715
Birney, Orvie—Princeton R. R. 1	1015
Boll's Store—Princeton	2402
Boll, H. W., residence—Princeton	2408
Brown, Harry—Princeton	3703
Brown, Leslie—Princeton R. R. 1	1051
Bruner, H. C.—Princeton	1302

C

Carber's Tavern	3803
C. D. & M. R. R. Co. Depot—Princeton	2602
C. M. St. P. & P. Depot—Princeton	1506
CUSICK, DR. G. W., OFFICE—PRINCETON	1702
Cusick, Dr. G. W., residence—Princeton	1703

D

Dannatt, Eugene—Princeton R. R. 1	311
Danson, Sam—Princeton R. R. 1	608
Dennis, J. D.—Princeton	25
DuBois, Jesse—Princeton R. R. 1	315
DuCray, J. C.—Princeton R. R. 1	351

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E

Englehart, Claus—Princeton R. R. 1 4025
 Evins, Floyd—Le Claire R. R. 1 751

F

FARMERS SAVINGS BANK—PRINCETON 1202
 Fessler, John—Princeton R. R. 1 1016
 Fessler, Mary—Princeton R. R. 1 1095
 Fletcher, Howard—Le Claire R. R. 1 629
 Fletcher, Mrs. Margaret—Princeton 3052
 Fletcher, Robert—Le Claire R. R. 1 617
 Fletcher, Thomas—Le Claire R. R. 1 652
 Fulton, Mrs. Anna—Princeton 3707

G

Gast, Elmer—Princeton R. R. 1 1035
 Gast, Jesse—Le Claire R. R. 1 716
 Gast, Milton—Princeton 625
GAST RESTAURANT—PRINCETON 615
 Gilbert, J. O.—Le Claire R. R. 1 799
 Graham, Geo.—Princeton R. R. 1 335
 Graham, Jesse—Princeton R. R. 1 671

H

Haines, Will—Princeton 3795
 Hamilton, Earl—Princeton R. R. 1 635
 Hamilton, James—Le Claire R. R. 1 611
 Hamilton, O. R.—Princeton R. R. 1 1026
 Harts, Geo.—Princeton R. R. 1 1029
 Helble, Raymond—Princeton R. R. 1 329

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HIRL, J. M., STANDARD OIL STATION—PRINCETON .. 1303
 Holderf, John—Le Claire R. R. 1 795
 Holst, Alvin—Princeton R. R. 1 1019
 Holst, David—Le Claire R. R. 1 752
 Holst, Ernest—Le Claire R. R. 1 707
 Holst, Henry—Le Claire R. R. 1 753
 Holst, Tom—Le Claire R. R. 1 735
 Hunt, Homer, residence—Princeton 1808

J

Johnson, Hugh—Princeton 3008
 Johnson, Maude—Le Claire R. R. 1 761
 Johnson, Warren—Le Claire R. R. 1 717
 Jones, Cora—Princeton 3003

K

Kirby, Ray—Le Claire 725
 Kroeger, Emil—Princeton R. R. 1 4016
 Kroeger, Herman—Princeton R. R. 1 4011
 Kruse, Harry—Princeton R. R. 1 1025

L

Litcher, John—Princeton 3017
 Little, Geo.—Princeton R. R. 1 317
 Lively, James—Princeton R. R. 1 1011
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M

Martin, Mrs. Edith—Princeton	2102
McClenahan, William—Princeton	3061
McKnight, Frank—Princeton R. R. 1	626
McKnight, John—Princeton	604
Mess, Mrs. Dora—Princeton	1852
Morgan, B. L., residence—Princeton	1862
Morgan Store—Princeton	19

N

Norton, Frank—Princeton	1861
Nye, Mrs. Ralph—Princeton	3016

P

Paul, David—Princeton	603
Pietcher, Ed., residence—Princeton	2803
Pietcher, Geo.—Princeton	4029
Pietcher, L. W.—Princeton R. R. 1	302
Pietcher Store—Princeton	2302
Pinneo, Geo.—Princeton	1807
Porter, Ralph—Princeton R. R. 1	616
PRINCETON RENDERING WORKS—PRINCETON	2002

R

Ressler, Theo.—Princeton	3025
ROLSTON, DR. E. A., OFFICE—PRINCETON	3802
Rock, John—Princeton	1507
Rousch, Gus—Le Claire R. R. 1	4008
Ryder, Tom—Princeton	11

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S

Saltan, Will—Princeton R. R. 1	104
Schaeffer, Harry—Princeton R. R. 1	1052
Schmalz, A. H.—Princeton R. R. 1	371
Schlueter, P. A.—Princeton	206
Scott, Frank—Princeton	33
Shaw, Dell—Princeton	1802
Speer, Alvin—Le Claire R. R. 1	703
Spinsby, Cort—Le Claire R. R. 1	1027
Staack, Alvin—Princeton R. R. 1	303
Stahmer, Emil—Le Claire R. R. 1	715
STANDARD OIL SERVICE STATION—PRINCETON	1303
STANDARD OIL CO.—PRINCETON	1302
Stichter, Arthur—Princeton R. R. 1	395
Stichter, Louis—Princeton R. R. 1	1003
Stichter, Martin—Princeton R. R. 1	316
Stewart, Orville—Le Claire R. R. 1	726
Strong, Robt.—Princeton	4095
Suiter, John—Princeton	1803
Suiter, Z. G.—Princeton	1265

T

Toff, John—Princeton R. R. 1	695
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U

Underwood, Geo.—Princeton R. R. 1	325
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W

Walter's Midway Garage—Princeton	2104
Wood, Roy—Princeton	3716
Woomert, Lee—Princeton	3799

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J. D. DENNIS GENERAL STORE

For years the store, with its upstairs hall, provided the greatest incentive for people to come to town for business or pleasure.

It carried a large stock of provisions, hardware, shoes, etc. and in addition, in conjunction, operated a grain elevator, ice house, lumber yard and was agent for all the packet boats. It also operated a small steamboat. The only wagon scale in town was in front of the store. Farmers could sell their grain, butter & eggs at all times. Clammers could sell their shells.

The upper hall was vital to the community life. Some of the activities there were as follows:

Home Talent Plays.

Basket ball

School graduation Exercises

Bank meetings.

Farmers Institute.

Dances.

Roller skating.

The first recorded event in the hall was in 1888.* The newly organized Princeton Lutheran Church conducted their first services there. *This was before your date of 1889.

The patronage for above extended over an 8 or 9 mile inland area. Packet boats frequently loaded provisions across the street from the store. The town would have been very dead without all of this.

Note: Recheck the date on the corner

①

cont.

Stone. I believe 1885 would be a good estimate when the building was under construction.

Upstairs in the hall you will see a skuttle in the ceiling giving access to the space above. Have you ever looked up in there? At one time there were a few pairs of antique roller skates there with hard maple rollers, etc.

The gas plant in the store's basement not only furnished lighting for the store but for a row of ornate lights on iron standards up the middle of the sidewalk to Whisky Run. It was known as the "Dennis White Way".

At the rear of the store was a dummy elevator to lower butter into the cool basement. It was at the rear end of the north counter. At times some sand bags were placed in the opening behind it and a shooting gallery was provided.

JUST A TINY SHRUB

①

One morning Al Pries and I were having a friendly little chat in front of the post office. A car with the state of Washington plates parked close by. The driver approached us and inquired if we could direct him to someone who had knowledge of old cemeteries in the area. He was searching for the unmarked grave of his grand father Andrew Goller. I told him I knew where it was and it was not exactly unmarked. Enroute to Oakridge Cemetery we stopped at my home to pick up the cemeteries registry.

Just a short distance from the cemetery's entrance was Andrew Goller's grave in a well kept lot. At the head of the grave was just a tiny shrub that had been spared for years by considerate caretakers. I showed Mr. Goller the register and he could see the location was in agreement with neighboring monuments.

Now he voiced his appreciation that even though no contributions had ever been made for the maintenance of the cemetery his grandfather's grave was well kept. He recognised names on

cont.

Several stones as being familiar he (2)
had heard his father mention. Before
returning to Washington he gave the
cometery a liberal check for maintenance
and purchased a nice marker. Now
the tiny shrub stands proudly beside it.

NEVER, SEND A BOY

Chris Sierk was not a real big man
but he was a powerhouse of strength.
After giving my father an order for
groceries ^{he} asked to have a barrel of salt
also. My father told me to go along and
help load it. His wagon was backed up
to the doorway of the warehouse across
the street. Several barrels of salt were
near the doorway and he asked me if
it made any difference which one he
took. I said, "No they all weigh the
same." He brushed me aside and
tumbled the barrel over and into the
wagon like it was empty. I returned
to the store and my father asked me if
I got the salt loaded. I said, "That
man didnt need me." "I know" said
my father, "It was just a matter
of courtesy."

PRINCETON COMMUNITY CIVIL WAR VETERANS
IOWA 2ND INFANTRY

Chase, Milton B.
Chapman, A. H.
Condron, David S.
Cooper, John K.
McCoy, James
Moore, Thomas
Piersol, Samuel
Price, Henry
Rook, Nicholas
Urie, James C.
White, Benjamin B.
White, Levi
Williams, James

Martin, Wm.
Mathews, Mark
McConnell, Geo. W.
Moore, Griffin
Moore, Henry S.
Moore, Thomas J.
Moss, Perry
Parcel, John B.
Pinneo, John
Pollack, Joseph
Pope, Wm. A.
Price, Henry
Rook, George

IOWA 14TH INFANTRY Scott, Wm. W.

Bickel, Ferdinand
Condron, Wm. F.
Criswell, Wm. C.
Crouse, Wm.
Culbertson, Wm. F.
Culbertson, Wm. L.
Du Bois, Wm. L.
Fanning, John
Ferguson, Daniel B.
Hire, John
Hogan, John
Hopson, Henry H.
Martin, Peter

Sharlow, James A.
Slaughter, Fayette
Slaughter, Wm.
Shaw, Edward
Shaw, Wm.
Wallace, Henry
White, John E.
White, Wm. F.
Wood, Levi

IOWA 2ND CAVALRY

Thomas, David
Shaw, Wm. Also served
with 14th. Infantry.

There were several other civil war veterans locally whose units are not available. Dan Ney, Sr. was with a Pennsylvania regiment as an officer and came to Princeton after the war. The units of John Leonard and Alexander Horcutt are not known. Information on a Gau, Parish and Crouse is not available. A Nowlin served as a proxy for a Princeton man.

- P. DENNIS

needs to be typed

THE OLD INDIAN TRAIL

The Princeton area was once traversed by an Indian trail when the Indians relinquished the area provisions were made that they could have access to the Mississippi River. The trail was some eight feet in width and extended from west to east. It entered the early settlement location in the middle of the 600 block of the present Fifth St. and extended east along the north side of the L. E. Long property and Presbyterian Manse.

It is doubtful if the Indians ever exercised their privilege much of travel on this route. The nearby Wapsipinicon River provided a watercourse almost to the Minnesota border. None of the early maps and charts of explorers designate this river to be the Wapsipinicon. Its name was identical with the Mississippi River except for the first letter. Later a cartographer changed the name to the Wapsipinicon. This inspired the legend of two Indian lovers Wapsi and Pinicon.

① In 1947, I was instrumental in organizing the Princeton Sup. Girls 4-H Club, naming it 'Princeton Fireflies'. Was an officer for several club offices also county wide. Received county and state honors through 'cooking demonstrations' and 'dress revue' (sewing). Received national honors ~~there~~ through 'public relation' work.

② In 1962, a committee of interested citizens from several areas attended meetings in Eldridge and surrounding towns eventually forming the North Scott School District. This was decided after much controversy to update our
controversy

local school system to delete the ⁽²⁾
one room schools. I was on this
committee along with Ray Curtis,
Glen Sinter & Thyllis Heuer all
from our area. A school board
was elected, however, they (the
board & people in western part of
district) didn't feel the necessity
for a school in Princeton.

Their contention was they could
be bused to a more central
location. The board put up a
bond issue as such. At that
time, in Princeton Twp. there
were 538 ~~eligible~~ ^{ELIGIBLE} voters. I
formed a 5 man committee to
get every person possible to
the polls that day to vote
NO. The total vote in Princeton
was 535 - all but 3. That is

why we have Virgil Crissom⁽³⁾
Elem. in Princeton. I have
worked for the school system now
for 10 1/2 yrs. with 4 being building
secretary at Crissom.

I was Vice Pres. of the First
~~N. S. P.~~ North Scott B.T.A. - it
was district wide not each individual
building.

Since I have been secretary,
I've joined the FAEOP (Iowa
Assoc. Education Office Personnel)
This year I'm on the State Board
~~I~~ & will ~~edit~~ edit the quarterly
newspaper. The North Scott
Sch. Dist is sending me to the
2nd National Convention in July.
I feel this a real honor. It's in
Baise, ID.

(4)

Through much correspondence
to the Iowa State Commerce
Commission, State Legislature,
and United Telephone, I & Carl
got ^{the choice of} private lines for the
Princeton - Le Claire area.

The first correspondence went
out to the Commission on 2/1/74.

My acknowledgement of appreciation
was sent to United on 2/24/75

In other words at that time -
mission accomplished.

⑤ I have been active on the Princeton Gay Committee since 1977 serving as chairman of the Parade from that time through 1984.

⑥ Carl & I have been Democrat Central Committee reps from Princeton Sup. for a number of years. Through being invited to receptions to ~~for~~ ~~some~~ ~~people~~, ~~we~~ ~~met~~, John, ~~and~~ Robert Kennedy, Harold Hughes, Tom Darkin, John Culver, Jimmy Carter, Roselyn Carter, Billy Carter, John Schmitzhauser, & Dick Clark

→ This segment of politics, we were fortunate to meet many interesting persons. Some of which follows:

We live $3\frac{1}{2}$ mi. no. of Princeton
on highway 67, have 3 married
sons; Dwight, Muscatine; Randy,
Eldridge; Ted, Princeton and
have 6 grandchildren

B.S. I've ^{also} been active in the Zion
Lutheran Church, Princeton;
Princeton Pioneers Club; and Ellice
Chapter of Eastern Star and IAEOP
(Iowa Assoc. Educational Office Personnel),
Grassy Lane Club,

⑧ In 1981, I started at Christmas a needy brigade, known only as the Princeton Santa. It has grown as has the unemployment, etc. This is part of what makes my Christmas ~~such a~~ ~~one~~ one of beauty & one to rejoice about.

(Combine with
our supplement)

Jay & Carl were very active in the ~~South~~
"West Scott Baseball League" with 3 boys
taking part. In 1970, we ^(Carl & I) were instrumental
in planning the 1st Little League tournament
in Guxton. Jay Biles built a concession
stand and it's still being used at the old
school park.

In 1973, Carl spent many phone calls
and ^{going to} meetings getting the West Scott Girls'
Baseball League formed which is still
active.

JOYCE BROCKHOUSE

Joyce Brockhouse is a scion of the local pioneer Schmalz family. A grandfather, Andrew Schmalz, was a member of the Board of Directors of the Oakridge Cemetery Association when Articles of Incorporation were filed in 1920. When the association was reorganized in 1966 Joyce became Secretary and Treasurer. She has served for nineteen years in maintaining the family tradition of service to the cemetery. Since this is all without pay it makes her work all the more commendable. She also is active with the Princeton Days' Committee and other civic activities.

Daisy was born in Nebraska on June 20th, 1893 to John and Nellie Fickel. The Fickel's moved to Princeton when Daisy was quite young and she attended school here.

She married Frank Norton on December 25th, 1914, the date both of their parents were married on! They farmed in Scott County before moving to Princeton. He was later employed with the Riverside Station Generating Plant of Iowa-Illinois Gas and Electric Company for 30 years. He served as mayor of Princeton for 14 years and died in 1971.

Both Frank and Daisy were active members of the Zion Lutheran Church. He served on various governing boards and she was a Sunday school superintendent, teacher, member of the choir, various church organizations and sang at many funerals of friends. They both were instrumental in the opening of the Princeton library which was the first library station in Scott County. It augmented service of the County Bookmobile connected with the Eldridge library. The formal opening in Princeton was July 13, 1950 when Mayor Frank Norton, Chairman of the Princeton Library Station invited all local residents to attend the opening followed by an Ice Cream Social.

Others who helped institute the library were the late Mrs. Haryy Klieburg, Mrs. William Rogers, Mrs. Ira Schwab, Mrs. Arthur Kolber, Mrs. William Parr, Leotha Fickel, Mrs. John Graham, Daisy Davis, Mrs. Burdette Huston, Mrs. Harold Woomert, Evonda Enyeart and Mrs. Joe Wilkinson.

Mrs. Burdette Huston, was the first library attendant. Others who assisted were Mrs. Ray Davis and Mrs. Jack (Ella) Fick, who served 20 years and retired in 1977. Lois Havenhill was librarian till 1995.

OLDEST RESIDENT IN 1985 : Lillie Birney

Lillie Birney, 92 , is a life-long Princeton resident. She has 4 daughters, 10 grandchildren, 15 great grandchildren, and 7 great-great grandchildren, and all reside in this immediate area except for 3 grandchildren.

She was born February 27th, 1893, to Alexander and Margaret-ann Fletcher. She attended local schools and married Orvie Birney, December 18, 1912. They farmed in Princeton Township until retiring in 1967. Mr. Birney died May 19, 1982.

Mrs. Birney resides in her own home assisted by children and grandchildren. She has a remarkable memory and can relate long ago incidents that no one will be here to remember in the near future. She enjoys her home, flowers, family and friends. Mrs. Birney has one sister, Mrs. Iva Auliff, 94. They are the youngest of a family of 10.

by Bessie Sierk

When John Bridges gpt into the catering business three years ago by investing \$60,000 in a kind of big kitchen on wheels he was almost positive he was doing the right thing.

Now he's absolutely positive.

In the first year, Bridges' Princeton, Iowa business catered to 4,385 people. Last year it catered to more than 44,500 people, cooked more than 178,000 pieces of chicken and barbequed thousands of pounds of ribs. Bridges Catering now employs 38 full and part-time workers.

And if the economy had been a little better, Bridges believes the business would have grown even more. Bridges was sure from the start his business would go because there was a need for more caterers in the area. "We didn't have even one job booked when we first started, but I was pretty sure it would work," he said. "I'm probably more scared now then I was then. As you get older you get more conservative."

Since Bridges bought his kitchen truck, which can cook 200 pieces of chicken every 10 minutes, he's added three vans, a large portable grill and moved into the large white warehouse that sits next to his other business - a tavern and restaurant called "Bridges" Trading Post".

As Bridges, 43, sits in his office he can watch the Mississippi River barges churn slowly past the small town. He said being based in little Princeton hasn't hurt his business as much as it has helped it. "After talking to other caterers, I thought I was sitting in a super spot. I think being in Princeton is an advantage because we are right between Clinton and Davenport."

But the key to his success, he said is the quality of the food he serves. "We're the only caterers around who can cook the food on the spot and that allows us to serve what people want, when they want it and still have it hot. "People just don't believe that we can serve 2,000 people a hot meal with good food."

The panel truck has four broasters that steam cook specially marinated chicken; three ovens; stove; refrigerator; and sinks with hot and cold running water. Everything is heated with propane gas. On big jobs he pulls a refrigerated van behind to store foods he needs. "I think that altogether we've probably got over \$200,000 in equipment," Bridges said.

He's hauled that equipment to places as distant as Ottawa, Ill.-115 miles away. The largest single event he has catered was for 2,000 people at a plant anniversary. but he's catered to more than 4,000 people in one day.

Bridges said he will cater to any kind of party, but like other area caterers, the bulk of his business comes from catering at parties and picnics for businesses and plants. He said that when you're serving thousands of people there is one important rule to follow - plan ahead.

The first matter of business when a customer calls in is to determine what the menu will be, how much it will cost and what the table arrangements will be.

"We can cater anything that anyone wants from cold cuts to prime rib," he said.

After the menu, time and place are set up, the amount of food needed must be determined, and about a week ahead of time foods that can be stored are prepared.

On the day of the job the food is loaded into trucks, taken to the site, and cooking starts three hours ahead of time.

"Back when we first started we were learning as we went, and things got pretty hectic at times," he said. "I'd come home at night after a big job and be completely exhausted. Since then we've we've learned how to make it easier on ourselves."

Bridges suspects the slow economy has cut into his business's growth. "We're such a new business that it's hard to tell what effect the economy's had, but we've still grown a lot faster than I ever thought we would," he said.

Other large area caters like Riefe's in Davenport and Viviani Catering in Rock Island said the economy really hasn't had too large an effect on their businesses.

"People don't book parties as far in advance, but otherwise I haven't seen much difference," said Rick Riefe of Riefe's said.

Edith Viviani, who owns Viviani Catering with her husband Jack, said the only difference she noticed is that people are a lot more price conscious. "They want to make sure they're getting the best food and service they can for their money," she said.

Money is something Bridges hasn't always had. When Bridges moved from Clinton from DeWitt over 25 years ago he had a dime in his pocket. His first job was washing cars for 75 cents an hour. Eventually he owned a tavern in McCausland called "Horner's Corner," and 13 years ago bought the tavern in Princeton. In 1975, he added the restaurant, which features "General John's Broasted Chicken."

He said the restaurant business is trickier than catering.

"With catering you know exactly how many people you're going to serve, but with a restaurant you never really know."

"The restaurant is really valuable because I always have a place to use the excess food I have from catering."

(Quad-City Times article



DAVID McLAUGHLIN

David McLaughlin was born in Clinton, Iowa in 1924. During his early years he worked as a paper boy for the Clinton Herald, served ice cream at a local factor (hence the nick name "Barrels", set pins at a local bowling alley and in high school worked in Sible's Grocery Store.

In 1942 he graduated from Clinton High School and after working at Climax for a short time, went in the Army Tank Corps during World War II.

When he was discharged from the service, he married Roberta Sible in 1946, and they moved to Princeton, Iowa to farm. Dave also worked for the North Scott School District as a bus driver and in maintenance, from which he retired after 30 years. During this time he was elected Justice of Peace.

After farming for 25 years they moved into Princeton. Almost immediately Mr. McLaughlin was elected to City Council and later and presently is the mayor, a position he has held for 16 years.

Mr. McLaughlin's other interests are the Princeton Fire Dept., (volunteer), established Princeton Days along with Joyce Brockhouse (1976 to present-a week end of community activities), the Princeton Lions Club (he organized the first club), Oakridge Cemetery Board, Dave's a past member of the Princeton Boosters, Community Betterment Committee, Princeton Baseball, North Scott Athletic Boosters. He instigated the "Elderly Housing" project in Princeton, arranges the community "Memorial Day" services, (since the disbanding of the World War II Mothers Club several years ago,) and also, presently works at Nelson's Funeral Home in LeClaire. He has been a volunteer for CASI's , Meals on Wheels" program since 1987.

Dave's philosophy is "Make everybody happy!!!"

Dave and Roberta McLaughlin are members of the Zion Lutheran Church, where Dave served on the Church Council. They have three children - Terry, Jerry and Debra Ruggles, nine grandchildren and one great-grand child.

Mr. McLaughlin also has been involved with the Princeton Trees Forever committee, new civic center committee, and the new Post Office.

-Penelope Miller

Joyce Brockhouse

Joyce Brockhouse is a scion of the local pioneer Schmalz family. A grandfather, Andrew H. Schmalz, was a member of the Board of Directors of the Oakridge Cemetery Association when the articles of incorporation were filed in 1920. When the association reorganized in 1966 Joyce became the secretary and treasurer. She has served over 20 years in maintaining the family tradition of service to the cemetery. Since this is all without pay it makes her work all the more commendable. She is also active with the Princeton Days Committee and other civic activities.

- Paul Dennis

In 1947 Joyce was instrumental in organizing the Princeton Township Girls 4-H Club, naming it the "Princeton Livewires". She has also been officer for several club offices, some county wide. Joyce has received many county and state honors through "cooking demonstrations" and "dress revue" (sewing). Joyce has received national honors through "public relation" work.

In 1962 Joyce was active in bringing a grade school to Princeton. (See Virgil Grissom story.) She has worked for the school system for many years retiring in 1995. Joyce was Vice President of the first North Scott P.T.A. when it was district wide, not each individual building as now.

When Joyce became the Virgil Grissom School Secretary she joined the I.A.E.O.P.. She has been on the State Board and has helped edit the quarterly newspaper and attended the 2nd National Convention for the Iowa Association of Educational Office Personnel. *Retired in 1995*

Through much correspondence to the Iowa State Commerce Commission, State Legislature and United Telephone, Joyce and her husband, Earl got the choice of private phone lines for the Princeton and LeClaire area. This feat took from 2/01/74 when the first letter went out to 2/24/75 when their mission was accomplished.

Joyce was active for over 10 years with the Princeton Days Committee serving as Chairman of Committee and Chairman of the Parade at various times. Joyce and Earl have also been our Grand Marshalls in the parade.

Joyce and Earl Brockhouse have been Democrat Central Committee Reps. from Princeton for a number of years. Through this segment of politics they were fortunate to meet John, Robert and Ethel Kennedy, Harold Hughs, Tom Harkin, John Culver, Jimmy, Roselyn and Billy Carter, John Schmithauser, and Dick Clark to name a few.

Joyce is also active in the Zion Luthern Church, Princeton Lioness LeClaire Eastern Star, Grassy Lane Club. In 1981 she started the "Princeton Santa" Group for our needy. *Earl*

Her friend, Penelope Miller

currently

Earl + Joyce are working with Iowa legislation to strengthen Iowa laws to make sure all motorists can prove financial responsibility.

He PASSED another article.

PENELOPE CUTKOMP MILLER

Some people with a formal education in Fine Arts never won distinction as artists. Others without it did. Penelope can be considered to be a member of the latter group. No doubt genetics was a factor.

Her innate talent became apparent at the age of five. Her drawing of a fire engine with a complete crew won first prize in competition and was exceptional, for one so young, that it was placed on exhibition in the bank of her home town of Avon, Illinois. When she was enrolled in the fourth grade of public school she won a scholarship to an art institute in Chicago, Ill. This was declined, as her parents felt her too young to go away to school. Meantime she received some drawing lessons from an Uncle who was a cartoonist. In 1972 she was offered a full scholarship to Collegia International (Astrological) in Puerto Rico and again she declined as she was raising a young daughter. In 1974 she was tendered a 4 year art scholarship at the Ohio State University. This was also declined.

Now it might appear that Penelope shunned the teachings of others. On the contrary, she was an avid reader (a book a day for over 40 years) and a student of art and astrology at home.

In her painting she is not limited to any particular school or mode of expression. She combines her natural attributes with the knowledge gained from home study.

Penelope has given to the community a gift that will long endure. On several walls of the Virgil Grissom Grade School she has created murals of meaning and beauty. She further serves the community as secretary and treasurer of the Princeton Days Committee (16 years). She, also, made arrangements for the local distribution of Princeton's only historical books. (Paul B. Dennis book in 1983 & the revised version in 1996- Dorothy Lage has since published a defined history book.)

Paul Dennis

Designs for local clubs

Designs for P. Fun Day

Cook Book 1995

Postal Calendars 1983-1996

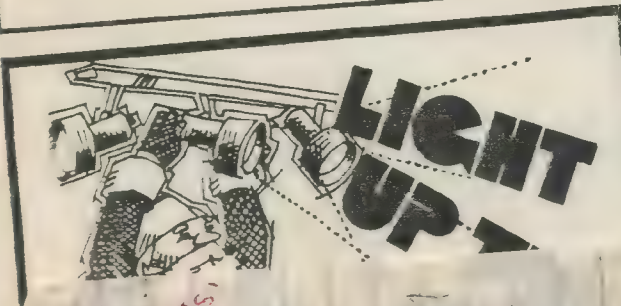
Logo North Scott Schools 1980

1984



New mural unveiled at Virgil Grissom

NEW MURAL FOR LIBRARY - Principal Denny Albertson, right, and members of the student congress at Virgil Grissom Elementary School in Princeton unveiled a new mural for the school at a program held Thursday. The mural was painted by Pene Miller, pictured behind the mural on the left. The 16 foot long mural features story book characters which the students selected to be included. NSP Photo



ORBIT / RESUME 1994
 Chamber of Commerce 10 yrs
 Sec. Treas. 14 yrs.
 4 Lions / CHAMP ART / CRAFTS / FEA
 TRESS FENDECK
 L PARK PROJECTS
 Community Artist
 have design b'atons,
 school murals, library
 project 25 yrs.
 * Design Mullen for FA.
 * Community ID.
 * I am a community
 activist.
 MEMORABLE PRINCIPAL
 ONLY history project
 C'black family reunion
 Now see lives 14 yrs

Al and June Grosz

In the 1940's Al and June Grosz operated a garage business on River Drive in Princeton. Formerly the storefront had been a grocery store owned by Jasper Morgan. Al and June remodeled the building into the garage business and were there for about a decade.

In 1957 the Grosz's purchased the old meat locker plant at 302 Highway 67 from Wilbur Kroger. They remodeled the locker plant into a garage, bait shop, and Ford dealership. They were Ford dealers for 25 years.

Al and June also operated an airport north of Princeton, where Al use to fly his airplane and helicopter. At one time Al helped the Federal Wildlife Foundation catch bald eagles with his helicopter, then they would band and paint part of the wings and release the eagles.

Al was on the Princeton Volunteer Fire Department for twenty-five years.

Al and June also operated a marina at 203 River Drive for several years.

Al belonged to the Sportsman's Club and would help spot foxes and coyotes with his helicopter.

Al was also a big game hunter and has many trophies.

In 1994 Al and June sold their business and retired, after having been in business for 50 years in Princeton.

OBITUARIES

Frank
Erfling



Frank Erfling

Frank F. Erfling, 83, of Princeton, died Saturday, Sept. 9 at Genesis Medical Center, East Campus, Davenport.

Funeral services were at 2 p.m. Tuesday, Sept. 12 at Zion Lutheran Church, Princeton. Burial was in Salem Lutheran Cemetery, rural Princeton. Pastor Doug Bullock-Tiffany, of the church, officiated.

Pallbearers were Wilmer Erfling, Keith Havenhill, Charles Boeding, Charles Leamer, Wayne Youngers and David McLaughlin.

Nelson Funeral Home, LeClaire, was in charge of the arrangements.

Frank Erfling was born Sept. 16, 1911, in Hermann, Mo., the son of Herman and Bertha Diebal Erfling. He married Arlene Reinhold on April 27, 1946, in Davenport.

He was an automobile mechanic and owned and operated Frankie's Garage, Princeton, for 24 years.

During World War II, he served in Army Ordnance in the China-Burma-India Theater.

He was a member of the church, American Legion Post 347, LeClaire; one of the original members of the Princeton Volunteer Fire Department, which he served on for more than 50 years. He enjoyed traveling, hunting and fishing.

Memorials may be made to the church.

Survivors include his wife; a daughter, Edith (Mrs. Mark) Edwards, La Porte, Texas; one granddaughter; a sister, Eleonora (Mrs. Walter) Tilly, Hermann, Mo.; and brothers, Walter, Davenport, and Arthur, Hermann.

FRANK ERFLING

It was late fall of 1936, that Frank Erfling quit working on a farm as a hired man, and came to Princeton, Iowa, to work as a mechanic at Lund's Garage. His starting salary was \$10 per week - of which he paid \$5 a week for room and board. The job involved working on cars, trucks, tractors and anything mechanical, and going on service calls during the busy growing season. Except for the four years he served in the U.S. Army Ordnance during World War II, Frank worked at Lund's Garage until 1953, when he opened Frankie's Garage, in Princeton.

It was after fighting a major fire in 1939, in Princeton's business district with little equipment and by "bucket brigade" from the Mississippi River, that local residents realized the need for better fire protection, and the Princeton Fire Dept. was organized. Co-worker and good friend, Herbert Peitscher, was the first fire chief, and Frank worked with him in organizing and equipping the fire department.

Memberships were sold to rural residents to raise funds to purchase their first pumper truck, a new 1940 Chevrolet, which is still used in parades. Non-members were charged a fee for fire runs. Equipment was purchased from funds raised at the annual Fireman's Dance, which was held upstairs, above Boll's store. Much of the early equipment was used equipment, and was repaired and maintained with donations of time and money. In later years, fire districts were set up in the county, and the fire department was maintained by taxation.

Frank and Herb were on the committee that drew up the specifications for a new fire station. In 1977, voters approved a bond issue for a new building, and in 1978 the Fire Dept. moved to the present Fire Station on Highway 67.

In his 50 plus years as a volunteer fireman, many as Ass't. Chief, Frank responded to many fire calls, and was often amazed by the turnout of people to help others, in their time of need, and by the good food that was sent in for the firefighters during bad fires. The fire he often mentioned involved a train engineer calling ahead for the fire truck to meet them at the upper crossing in Princeton, as there was a small fire in a load of lumber. After trying unsuccessfully, to put out the fire, it was discovered the fire had burned through to the bottom of the lumber pile, and the railroad car would have to be unloaded, so firemen could get the water on the hotspot. The firefighters had worked for hours, most without stopping for supper, when Bridges Restaurant sent up chicken and beverages. Frank said he never tasted anything so good, and he didn't even care for chicken and seldom ate it.

Frank was happy he was a volunteer fireman and able to help others. He liked working with his fellow firefighters, and was thankful for his ability to help keep the equipment in working condition and ready to go.

Frank F. Erfling was born Sept. 16, 1911 in Hermann, Mo., the son of Bertha Diebal and Herman Erfling. He married Arlene Reinhold on April 27, 1946 in Davenport. During W.W.II, he served in Army Ordnance in the China-Burma-India Theater. He was a member of the Zion Lutheran Church, Princeton, and American Legion Post 347, LeClaire. Frank died in 1995 and is survived by his wife Arlene and daughter Edith and a granddaughter.

THE PRINCETON FUN DAYS COMMITTEE

The Princeton Fun Days committee was formed in 1976, in conjunction with the nations Bicentennial. Early members were: Joyce and Earl Brockhouse, Kathy and Keith Havenhill, JoAnn Hamilton, Sylvester and Goldie Kubenski, David and Roberta McLaughlin, John Bridges, Mike Kennan, Steve Suiter, Colleen Kennan, Margaret Lassiter, Margaret and Harold Anderson, and Gloria Allen.

Penelope Miller joined in 1980. Also, in the 1980's, David O'Toole, Sheila Bosworth, Paul and Ann Geiger helped.

The Princeton Fun Days Committee has monthly meetings and works towards a two day town festival the fourth weekend each June. We have one of the best parades in Scott County! The committee annually donates proceeds to various local charities and activities. We have always been a completely volunteer organization.

Some of the activities we sponsor during the festival are, Pancake Breakfast both days, (Princeton Lions or local churches or the Boy Scouts), - Fun Run, Softball Tournaments, Talent Shows, Arts & Crafts displays, Pony Rides, and some years a carnival, Kids Tractor pulls, Garden Tractor Pulls, always a wonderful parade, live music, Street Dance, Princeton High School Football, Water Fights, Horsedrawn Carriage Rides and Sea Horse Races. We also have ethnic food booths.

For the last 20 years we've had about 5,000 people per day during our festival. A good time is had by all and it's a good time to get acquainted with each other.

Penelope Miller
Secretary-Treasurer

1120-1111 2060

Princeton Fire Department Historical Highlights

The Princeton Volunteer Fire Department was begun on February 14, 1933 by seven citizens interested in fire protection for the town. In June of the same year Herb Peitscher became a member. In 1940 the Princeton Town Council appointed Mr. Peitscher fire chief, a position he held until 1981. Through those years Herb was well liked and respected for his expertise and dedication. On May 21, 1946 Chief Peitscher received high honors at the Ames, Iowa Firemen's Convention. He was winner in the one-man evolution contest which was a demonstration of laying 250 feet of 2 1/2 inch hose to an upstairs window in three minutes.

The first Princeton fire truck was a converted Cadillac hearse with a pump installed. But in October 1940 the fire department acquired its first new fire truck through member Hilding Lund's Garage. It was a Chevrolet 6-cylinder truck with a 500 gallon per minute pump. This was the first line pumper until 1965, when the department received its new 1965 Chevrolet pumper, again through the H.E. Lund Garage. It remained the back-up pumper until 1985 when the Mack pumper / tanker was brought into service. The 1940 truck is still with the fire department but is now driven only for parades.

Over the years 161 different people from town and the near-by area have volunteered their time to be members of the fire department. At this writing, Harold (Skinny) Woomert has the distinguished record of having the longest serving time of any Princeton fireman. He became a member in 1934 and is still coming to business meetings, although he officially retired in 1990.

Submitted April 1996

by Alan Shaw, Member

VERSITALITY

Should you have lived in Princeton during the past four decades you would have experienced at times mechanical problems requiring service. Were you having car trouble, poor TV reception, your air conditioner or electric stove needed attention, a pilot would not stay lighted, etc? Now did you get the phone book and thumb through the Yellow Pages? You did not! You called Herb [Peitscher]. He responded with only reasonable delays, but while on the job should the fire siren blow, he would speed away. I forgot to mention that he was also Fire Chief.

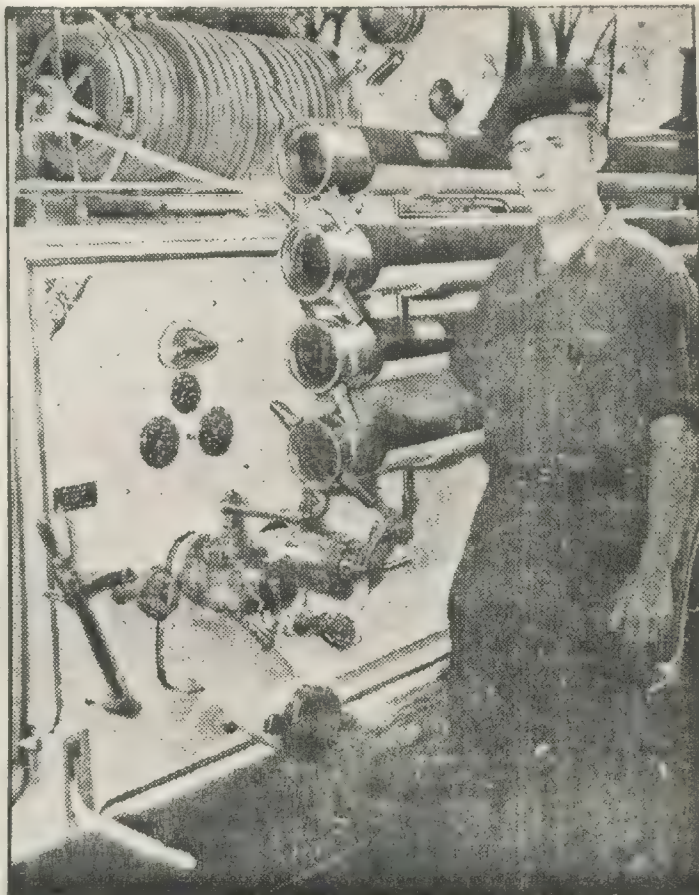
Princeton Fire Fighters Average Blaze Each Month

Members of the Princeton Volunteer Fire department answered the 17th fire alarm in the past 17 months Tuesday when called to extinguish a grass fire at the Dale Damer home. That is in contrast to the first two years the fire truck has been used, when one alarm was answered. Princeton people are proud of their fire-fighter apparatus, which was purchased in October, 1940, at a cost of \$4,739. It carries a 250 gallon booster tank, and 1,600 feet of hose.

Shares in the equipment were sold to farmers. The town paid the balance. A few shares are still available. A non-member is charged \$50 a run. Fire fighting certificates will be distributed soon to all shareholders.

The firemen meet the second Monday of each month for the transaction of business. Members are: Herbert Peitscher, chief; Arthur Peitscher, Allen Elliott, Hilding Lund, Lloyd Bickel, Walter Dennis, James Hirl, Irvin Fletcher, John Mohlman, H. W. Boll, T. F. Ruhberg, Marvin Gudthart, George Ayres, Frank Haynes, Alvern Kensing, Frank Norton, Will Rogers, Charles Carr, E. W. Pruett, Albert Grouse, Dwight Bock, Barney Parrish and John Litscher.

Five members are in the U. S. armed forces.



PRINCETON, Ia. —(Special)— Members of the Princeton volunteer fire company will hold a celebration Saturday night to dedicate the new \$4,739 truck which arrived this week.

The fire chief, Herbert Peitscher, is seen in the above picture, standing beside the truck, with some of the new equipment shown on the vehicle.

The new truck will operate in Princeton and within a radius

of six miles of the town.

The equipment consists of a Waterous 500 gallon rotary pump, a 250 gallon booster tank, 200 feet of booster hose, 1,000 feet of two and one-half inch hose, 40 feet of suction hose and 400 feet of one and one-half inch hose.

The outfit was purchased at a cost of \$4,739. A practice session was held today and other practice runs will be made at regular intervals.

—Times Photo

-P. Dennis

SPANISH AMERICAN WAR

C.J. Englehart
Albert Allen

WORLD WAR 1

Roy Wood
Walter Dennis
Charles Rook
Charles Shaw
Zach Suiter
Ernest Haines
Dr.W.G. Johnson
Samuel Fletcher
Elnor Kerr
Addison Southwood
Gayle Hamilton
Mervin Fulton
Charles Noble
Thomas Ruhberg
Harry Baxter
Robert Henderson
Richard Scott
Ewolt Rosger
Vernon Slaughter
Orvie Norton
Ralph Porter
Ben Randolph
David Holst
Archie Schaffer
Daniel Shaw
Willard Fickle
Benjamin H. Shaw
Cecil Ryner
George Stichter
Louis Kroeger
Morte Schaffer
Charles Stichter
Fred Graham
Louis Poston
Ray Thompson
James Hirl
Dewey Poston
Dewitt Bragonier
Robert Black
Emory Schaffer
Vernie Carboy
George Bishop
Calvin W. Duke
Harrison Carter
Carl Hedlund
Roland Dodds
Henry Frazier

WORLD WAR 11

Herbert Reistroffer
 Harvie Kroeger
 Benjamin L. Shaw
 Eugene Oaks
 Harold Kunde
 Alvin Burkamper
 Donald Schmidt
 Mervin Graham
 Lavern J. Hirl
 Donald Clemon
 Merlin Boll
 Anton Toft
 Thomas Frazier
 Alvin Auliff
 William Allen
 John Grell
 Robert Maher
 Glen Walters
 Glen Little
 Donald Heble
 Elmer Brown
 William Santee
 Elmer Fletcher
 Donald Lemke
 John Kensinger
 Frances Auliff
 Eldon Fickle
 Dale Domer
 Frank Erfling
 Lloyd Roesger
 Wallace Clemons
 Alfred A. Schulz
 Russell Litscher
 Ronald Pietscher
 Charles L. Schulz
 Harold Woomert
 Glen Suiter
 Harold Siems
 John Suiter Jr.
 George Volrath
 Wayne Brown
 James Suiter
 Garold Carter
 George Grell
 George Parrish
 Glen Brown
 Myron Ruhberg
 Helen Suiter
 Lee Carter
 Reed Pietscher
 Howard J. Reinhold Jr.
 Kenneth Keath Carter
 Richard Burkamper
 Harry H. Kleeburg Jr.
~~Donald C. Stebens~~
 Bruce Cole
 David McLaughlin

KOREAN WAR

Gayle Leroy Dannatt
 Peter Paul Krieger
 Leroy Eichoff
 Walter Anderson
 Homer Johnson
 Melvin Dodds
 Arvin D. Anderson
 Hugh McGregor
 August Erling
 Martin Meinert
 Samuel W. Havenhill
 Donald Williams
 Roger Dean Havenhill
 Donald C. Stebens
 Earl E. Brockhouse

PRINCETON COMMUNITY CIVIL WAR VETERANS

IOWA 2ND INFANTRY

Chase, Milton B.
Chapman, A.H.
Condron, David S.
Cooper, John K.
McCoy, James
Moore, Thomas
Piersol, Samuel
Prince, Henry
Rook, Nicholas
Urie, James
White, Benjamin B.
White, Levi
Williams, James

Moore, Griffin
Moroe, Henry S.
Moore, Thomas J.
Moss, Perry
Parcel, John B.
Pinneo, John
Pollack, Joseph
Pope, William A.
Prince, Henry
Rook, George
Scott, William W.
Sharlow, James A.
Slaughter, Fayette
Slaughter, William
Shaw, Edward
Shaw, William
Wallace, Henry
White, John E.
White, William F.
Wood, Levi

IOWA 14TH INFANTRY

Bickel, Ferdinand
Condron, William F.
Criswell, William C.
Crouse, William
Culbertson, William F.
Culbertson, William L.
DeBois, William L.
Fanning, John
Ferguson, Daniel B.
Hire, John
Hogan, John
Hopson, Henry H.
Martin, Peter
Martin, William
Mathews, Mark
McConnell, George W.

IOWA 2ND CAVALRY

Thomas, David
Shaw, William, also served with the
14th Infantry

(There were several other Civil War veterans locally whose units are not available. Dan Ney, Sr. was with a Pennsylvania regiment as an officer and came to Princeton after the war. The units of John Leonard and Alexander Horcutt are not known. Information on a Gav, Parish and Crouse is not available. A. Nowlin served as a proxy for a Princeton man.)

INVALID COOKERY

STEWED RABBITS IN MILK: Two very young rabbits, not nearly half grown; one and one half pints of milk, one blade of mace, one desert spoon of flour, a little salt and cayenne. Mix the flour very smoothly with four tablespoons of milk, and when this is well mixed, add the remainder. Cut up the rabbits into joints, put them into a stew-pan with the milk and other ingredients, and simmer them very gently until quite tender. Stir the contents from time to time, to keep the milk smooth and prevent it from burning. Half an hour will be sufficient for the cooking of this dish.

BEEF TEA: One pound of lean beef, cut into small pieces. Pour into a jar without a drop of water; cover tightly, and set in a pot of cold water. Heat gradually to boil, and continue this steadily for three or four hours, until the meat is like white rags, and the juice all drawn out. Season with salt to taste, and when cold, skim.

ONION GRUEL: Onion gruel is excellent for a cold. Slice down a few onions and boil them in a pint of new milk, stir in a sprinkle of oatmeal and a very little salt, boil till the onions are quite tender, then sup rapidly and go to bed.

SLIPPER_ELM BARK TEA: Break the bark into bits, pour boiling water over it, cover and let it infuse until cold. Sweeten, ice, and take for summer disorders, or add lemon juice and drink for a bad cold.

COSMETIQUES

OIL TO MAKE HAIR CURL: Olive oil, one pound; oil of organum, one drachm; oil of rosemary, one and one half drachms. Mix.

WRINKLES IN THE SKIN: White wax, one ounce; strained honey, two ounces; juice of lily bulbs, two ounces. The foregoing, melted and stirred together, will remove wrinkles.

PEARL DENTIFRICE: Prepare chalk, one half pound; powdered myrrh, two ounces; camphor, two drachms;orris root powdered, two ounces. Moisten the camphor with alcohol and mix all together well.

SUPERFLUOUS HAIRS: Are best left alone. Shaving only increases the strength of the hair, and all depilatories are dangerous and sometimes disfigure the face. The only sure plan is to spread on a piece of leather equal parts of garbanum and pitch plaster, lay in on the hair as smoothly as possible, let it remain three or four minutes, then remove it with the hairs, root and branch. This is severe but effective. Kerosene will also remove them. If sore after using, rub on sweet oil. Stay away from open flame!

OLD-TIME CURES

LINIMENT: 2 eggs well beaten, 4 ounces of oil of winter-green, 4 ounces gum spirits of turpentine, 4 ounces strong vinegar. Add all three ingredients to the beaten eggs. Bottle and keep in refrigerator. Use a hot wet towel over painful area, then rub on liniment. It will never blister, and never gets on clothes or bedding as it is all absorbed. It is good for all pains in muscles and joints. Don't apply by an open flame!

TAPE WORMS: Tape-worms are said to be removed by refrain from supper and breakfast, and at eight o'clock taking one third part of two hundred minced pumpkin seeds, the shells of which have been removed by hot water; at nine take another third, at ten the remainder, and following it at eleven with a strong dose of castor oil.

ASTHMA: Suffers from asthma should get a muskrat skin and wear it over their lungs, with the fur side next to the body. It will bring certain relief.

CHAPPED HANDS: Powder starch is an excellent preventive of chapped hands, when it is rubbed over them after washing and drying them thoroughly. It will also prevent the needle in sewing from sticking and becoming rusty. It is therefore advisable to have a small box of it in the work-box or basket, and near your wash-basin.

CURE FOR RHEUMATISM AND BILIOUS HEADACHE: Finest Turkey rhubarb, half an ounce; carbonate magnesia, one ounce, mix intimately; keep well corked in glass bottle. Dose: one teaspoonful, in milk and sugar, the first thing in the morning; repeat till cured. Tried with success.

FEVER AND AGUE: Four ounces of galangal root in a quart of gin, steeped in a warm place; take often.

THE QUININE CURE FOR DRUNKENNESS: Pulverize one pound of fresh quill-red Peruvian bark, and soak it in one pint of diluted alcohol. Strain and evaporate down to one half pint. For the first and second days give a teaspoon every three hours. If too much is taken, headache will result, and in that case the doses should be diminished. On the third day give one half a teaspoonful; on the fourth reduce the dose to fifteen drops, then to ten, and then to five. Seven days, it is said, will cure average cases, though some require a whole month.

TO CURE A STING OF A BEE OR WASP: Mix common earth with water to about the consistency of mud. Apply at once.

CUTS: For slight cuts there is nothing better to control the hemorrhage than common unglazed brown wrapping paper, such as used by marketmen and grocers; a piece to be bound over the wound

Here are a couple of recipes found in old books around the Princeton area.

- Penelope Miller

ELDERBERRY WINE: One quart of berries, mashed, $2\frac{1}{4}$ pounds of raisins, three gallons of water, $\frac{1}{2}$ cup of lemon juice, eight pounds of sugar, 1 yeast cake. Put sugar and water on stove and let boil 5 minutes, add berries, stir well and take from fire. When lukewarm add yeast and lemon juice, put in stone jars and let stand six days. Stir two or three times a day. On the seventh day strain through a clean cloth, put in gallon or glass jars, add raisins and cover. Do not bottle till raisins go to the bottom.

MOCK-TURTLE SOUP: Clean and wash a calf's head, split it in two, save the brains, boil the head until tender in plenty of water; put a slice of ham fat, a bunch of parsley cut small, a sprig of thyme, two leeks cut small, six cloves, a teaspoon of pepper, and three ounces of butter, into a stew pan, and fry them nice and brown; then add water in which the head was boiled, cut the meat from the head in neat square pieces, and put them in the soup; add a pint of Madeira and one lemon sliced thin add cayenne pepper and salt to taste; let it simmer gently for two hours, then skim it clear and serve.

Make a forcemeat of the brains as follows; put them in a stew pan, pour hot water over, and set it over the fire for a few minutes, then take them up, chop them small, with a sprig of parsley, a saltspoon of salt and pepper each, a tablespoon of wheat flour, the same of butter, and one well-beaten egg; make it in small balls, and drop them in the soup fifteen minutes before it is taken from the fire; in making the balls, a little more flour may be necessary. Egg balls may also be added.

PIGS' FEET SOUSED: Scald and scrape clean the feet; if the covering of the toes will not come off without, singe them in hot embers, until they are loose, then take them off. Many persons lay them in weak lime water to whiten them. Having scraped them clean and white, wash them and put them in a pot of hot (not boiling) water, with a little salt., and let them boil gently, until by turning a fork in the flesh it will easily break and the bones are loosened. Take off the scum as it rises. When done, take them from the hot water into cold vinegar, enough to cover them, add to it one third as much of the water in which they were boiled; add whole pepper and allspice, with cloves and mace if liked, put a cloth and a tight fitting cover over the pot or jar. Soused feet may be eaten cold from the vinegar, split in two from top to toe, or having split them, dip them in wheat flour and fry in hot lard, or broil and butter them. In either case, let them be nicely browned.

MORE OLD-FASHIONED RECIPES...

HEAD CHEESE: Having thoroughly cleaned a hog's head or pig's head, split it in two with a sharp knife, take out the eyes, take out the brains, cut off the ears, and pour scalding water over them and the head, and scrape them clean. Cut off any part of the nose which may be discolored so as not to be scraped clean; then rinse all in cold water, and put into a large kettle with hot (not boiling) water to cover it, and set the kettle (having covered it) over the fire; let it boil gently, taking off the scum as it rises; when boiled so that the bones leave the meat readily, take it from the water with a skimmer into a large wooden bowl or tray; take from it every particle of bone; chop the meat small and season to taste with salt and pepper, and if liked a little chopped sage or thyme; spread a cloth in a colander or sieve; set it in a deep dish, and put the meat in, then fold the cloth closely over it, lay a weight on which may press equally the whole surface (a sufficiently large plate will serve). Let the weight be more or less heavy, according as you may wish the cheese to be fat or lean; a heavy weight by pressing out the fat will of course leave the cheese lean. When cold, take the weight off; take it from the colander or sieve, scrape off whatever fat may be found on the outside of the cloth, and keep the cheese in the cloth in a cool place, to be eaten sliced thin, with or without mustard, and vinegar, or catsup. After the water is cold in which the head was boiled, take off the fat from it, and whatever may have drained from the sieve, or colander, and cloth; put together in some clean water, give it one boil; then strain it through a cloth, and set it to become cold; then take off the cake of fat. It is fit for any use.

MUSHROOMS STEWED: If fresh let them lie in salt and water about one hour, then put them in a stew pan, cover with water and let them cook two hours gently. Dress them with cream, butter and flour as oysters, and season to taste.

FRIED MUSHROOMS: When peeled put them in hot butter and let them heat thoroughly through - too much cooking toughens them. Season well with butter, pepper, and salt. Serve them on buttered toast; a teaspoon of wine or vinegar on each mushroom is a choice method.

BAKED MUSHROOMS: Place some large flat ones nicely cleaned and trimmed on thin slices of well buttered toast, putting a little nudgel of butter in each, as also a snuff of pepper and salt; lay them on a baking tray, and cover them carefully; heaping the hot ashes upon them, and let them bake on the hearth for fifteen or twenty minutes.



CLINTON
32
DAVENPORT

The Interurban Years

by Wayne A. DeF

Davenport Clinton in the late '30s. This car had been in operation fifteen years by then. (courtesy Al Wilkins)

The PALIMPSEST

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Peter T. Harstad, Director

VOLUME 62 NUMBER 2

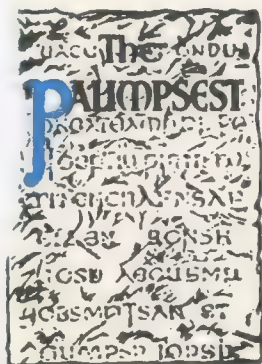
MARCH/APRIL 1981

William Silag, Editor

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Cover: Douglas Street facade of the Woodbury County Courthouse in Sioux City. Designed by architect William Steele, the courthouse is probably the largest Prairie School structure in the United States. The inset photo shows a detail of the sculpture designed by Alfonso Iannelli, one of Steele's collaborators on the project. The Woodbury County Courthouse — inside and out — is the subject of photographer Gerald Mansheim's picture essay, which begins on page 44 of this issue of *The Palimpsest*. (SHSI photos)



The Meaning of the Palimpsest

In early times a palimpsest was a parchment or other material from which one or more writings had been erased to give room for later records. But the erasures were not always complete, and so it became the fascinating task of scholars not only to translate the later records but also to reconstruct the original writings by deciphering the dim fragments of letters partly erased and partly covered by subsequent texts.

The history of Iowa may be likened to a palimpsest which holds the record of successive generations. To decipher these records of the past, reconstruct them, and tell the stories which they contain is the task of those who write history.

By the early 1890s, the electric streetcar or trolley had proven its worth in hundreds of cities across America. In larger cities it was not only serving the busier central areas, but also linking them to suburban areas a considerable distance from the central city. Why not go one step farther, then, and link regional cities together? In one package, intercity passenger service could help one's own city, other cities, and nearby rural areas. Such was the argument for the interurbans — and a convincing one it was, for interurban systems sprang up like mushrooms all over the country in the early 1900s.

In the years from 1900 to 1920, a dozen interurbans began operation in Iowa. One of the earliest was the Iowa & Illinois Railway, which began operating in 1904. It connected Davenport and Clinton by way of Bettendorf, LeClaire, and Princeton. In 1912, a second line was opened between Davenport and Muscatine when the holding company that controlled Davenport's streetcar system purchased Muscatine's system. The two interurbans — the Iowa & Illinois and the Davenport & Muscatine — were consolidated in 1916. The new company was named the Clinton, Davenport & Muscatine, or CD&M. The CD&M operated electric cars between the three cities from that date until 1940.

Electric rail enthusiasts agree that the CD&M was a top-quality line. An engineer familiar with rail systems of the time remembers it as "a very fine electric line, about on a par with regular steam railroads of its day." The track was laid with oak ties and 70-pound rails, skirted by 22-foot poles that carried the overhead wire powering the trolleys. Four electrical substations were required on the 35-mile Clinton to Davenport section to maintain its 620-volt operating current. The Davenport to Muscatine portion was built later and

had a 1,200-volt capacity over its 30-mile route. Because of the power difference, the two sections required different equipment and so were operated as separate divisions. Passengers on one division had to transfer in Davenport if they wished to travel on the other. Electricity was also sold to residents and towns along the CD&M route, with as many as 1,550 customers by the 1930s. To them, the CD&M meant more than novel transportation — it also meant rural electrification.

In the early years, the CD&M cars were large, double-entry vehicles manned by a motorman and a conductor. The Clinton division used eight Stephenson cars, the majority of which were fifty-six feet long and carried sixty passengers. The Muscatine division was equipped with new Niles cars in 1912. They were fifty feet long and carried fifty-two passengers. In 1923 and 1924, lighter passenger loads caused the line to switch to smaller cars operated by one man. These cars were unique to the CD&M system since they were constructed locally — in the Rock Island Tri-City Railway shops — from earlier car bodies and parts. They were standard streetcars re-equipped with bigger motors and trucks for interurban use. Seating thirty-seven persons, they contained a coach area in the front, a small toilet and a baggage compartment in the center, and a smoker's area in the rear. A telephone with a long wire could be jacked into receptacles on the poles outside for clarification orders or in emergency situations. The cars' normal running speed was forty-five miles per hour, though they could run faster on an open stretch or downgrade. Some of the line's older and larger cars were, with some rebuilding, pressed into service as freight carriers. They amplified a sizable contingent of utility or special-purpose vehicles kept busy on the Clinton-Davenport tracks: two freight locomotives, two dumping cars, and a motorized crane. A sweeper did the routine work of cleaning the tracks.



Commuters board the interurban for the journey to work. This photograph pictures an unidentified interurban of post-World War II vintage. (SHSI)

Scheduling was generous on the CD&M. At its peak during the World War I years, the line provided fifteen runs daily between Clinton and Davenport. Passengers leaving Clinton could depart as early as 5:10 AM and as late as 11:30 PM. Twelve runs, between roughly the same hours, were made from Davenport to Muscatine. In the early years, it took two and a quarter hours to complete either trip, but in the 1920s and the early 1930s this was reduced to an average of seventy-five minutes for the Davenport-Clinton run and seventy-five to eighty minutes for the Davenport-Muscatine trip. In the 1930s, schedules were reduced, but a rider could still leave Clinton at 6:35 AM and arrive in Davenport by 7:50 AM — just in time for commuters to be at 8:00 AM jobs in downtown Davenport. This car then returned to Clinton, and the round-trip circuits repeated until late in the evening. The last trip from Davenport to Muscatine was at 11:30 PM in the earlier years, and 8:05 PM in the 1930s. Addi-

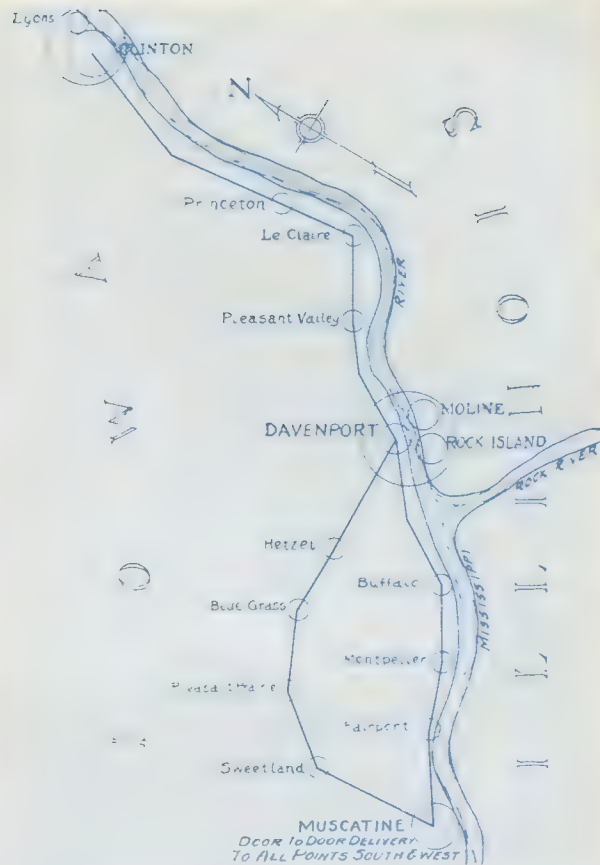
tional commuter trains ran between Pleasant Valley and Davenport in the peak morning and evening hours. Also, a special trip was made each weekday from Blue Grass to Davenport at 8:01 AM and back again at 4:00 PM. Express trains, stopping only at the larger towns, operated for a number of years on the Clinton-Davenport run. These were discontinued as passenger ridership declined.

Fares were reasonable, about two and a half cents per mile. Regular riders could take advantage of ticket books, which reduced the charge to about one and a half cents per mile. In the 1930s, the standard fare for the trip from Davenport to Muscatine was \$.60, or \$1.10 round trip; the Davenport to Clinton fare was \$.80, or \$1.45 round trip. Many of the riders, originating from points closer to the cities, paid much smaller fares — usually 25 cents or less.

Transfers could be obtained for the trolley systems in the three cities served.

The Clinton to Davenport route closely followed the Mississippi River. Depots and agents were located at Pleasant Valley, LeClaire, and Princeton, but there were forty stops listed in the CD&M schedule. From Clinton to LeClaire, the passengers enjoyed the scenic view of wooded areas, where sharp cuts in the landscape, quarries, good fishing streams, and glimpses of the nearby river were steady fare. Between LeClaire and Bettendorf the terrain opened up. The land was green and prosperous, a river plain with neatly kept onion fields around Pleasant Valley. In the greenhouses of the Davis Gardens, flowers and vegetables grew in the middle of the winter. Sumptuous homes on the bluffs above, including one which was later converted into a country club, indicated the presence of affluent city people seeking the good country life. In Bettendorf, the mammoth factories of the Bettendorf brothers signaled the approach of the big industry and larger population of the Tri-Cities. Passing the busy switching area at East Davenport, the cars entered Davenport street rails and mingled with automobile and pedestrian traffic on downtown streets. The cars pulled up to the depot on Perry Street, which was conveniently located for business, shopping, recreation, and other downtown activities.

Travel on the Muscatine division was on a different set of cars, normally with different motormen. Leaving the Perry Street depot, cars went west on Telegraph Road, past the attractive farms and market gardens west of Davenport. The first major stop was at Blue Grass, the center of a prosperous farming district and a town of several hundred people. The CD&M track roughly paralleled the Rock Island trunk line tracks until this point, but when it entered Muscatine County, it veered southwestward to within about four or five miles of the Mississippi River before



CD&M operations extended seventy miles. The Buffalo-Montpelier-Fairport connection was not a rail line but an express service route. (courtesy Davenport Chamber of Commerce)

Note on Sources

Important sources on the CD&M can be found at the Iowa-Illinois Gas and Electric Company in Davenport. The company's central files contain in-house transportation reports, newspaper clippings, photo albums, and other material. The assistance of company archivist John Killion was invaluable. Interviews with Max Roller and with former CD&M motormen Al Wiebers, Clyde (Ike) Nelson, and Tom Kilpatrick provided important information.

For the technical dimension of the history of the interurbans, see the bulletins of the Central Electric Railfans Association, especially John F. Humiston, "Clinton, Davenport, and Muscatine Railway Company," Bulletin #36, C.E.R.A. (Chicago, 1942), and Norman Carlson, ed., "Iowa Trolleys," Bulletin #114, C.E.R.A. (Chicago, 1975).

Other secondary sources included *Quad-City Times* articles by Jim Arpy and Rema Graham, and an article titled "Davenport's Own Railway," published in the *Davenport Chamber of Commerce News*, April 1934.

curving back toward Pleasant Prairie and Sweetland. Most of the dozen or so stops in Muscatine County were farm or road intersections indicating lighter traffic than on the Clinton division. The latter was busier, both in freight and in passenger volume, but in the first ten to fifteen years of operation both parts of the line frequently enjoyed full cars and plenty of business.

Neither Clinton nor Muscatine had a true depot. In both cities, downtown businesses assumed the CD&M operations as a sideline, and passengers boarded cars in the street as they would a normal trolley. In some of the towns there were depots, ticket agents, and even small waiting rooms. At some of the lesser stops, small sheds provided shelter for waiting riders. Rural riders, however, usually had to signal the train in order to board. The procedure recommended by the company was to extend one's arm horizontally above the tracks and wait for the motorman to blow the whistle twice in acknowledgment. After nightfall this was not effective, and waiting riders were then urged to "light a match or a piece of paper and wave it until the motorman answers the signal."

Accidents on the CD&M were rare compared to interurbans in other places. Not one of the ex-motormen interviewed for this article can remember an accident fatal to riders. The cars occasionally struck automobiles and livestock along the route, but the resounding and deadly crashes and derailments that occurred on some lines never stained the CD&M record. This was due in part to the quality of the CD&M trackbed and equipment, but it was also due to the care and concern of CD&M personnel. One motorman, Al Wiebers of Camanche, recalls clutching the controls with his orders in his palm for fear of forgetting them.

The motormen had to be hard-working and versatile, for their job required much



Downtown Davenport: the car on the left platform is on the other side of the cars. (courtesy of the Davenport Historical Society)

more than controlling the speed of the car. After 1923 or 1924, they had to be both motormen and conductors — operating the car, collecting fares, and handling baggage or loading freight. And, of course, if rowdies caused trouble on the cars, the motormen had to be bouncers too. One evening, when a gang of Clinton-bound toughs started a brawl in the rear of one of the cars, they were forcibly ejected at LeClaire by a determined motorman and a lineman wielding a large monkey wrench. On one-man cars, the motorman had to handle most situations by



See one on the right for a peak load run. The Iowa-Illinois Gas and Electric Company)

himself. Equipment problems, such as a malfunctioning trolley, were dreaded occurrences. Summer heat would cause the overhead copper wire to expand and sag, creating the danger of the trolley pole jumping the line. There were cases of loose trolley poles knocking out brackets, and even careening wildly and smashing through car windows. In winter, ice and sleet on the wire could cause the cars to lose power or crack the trolley wheels. In either season, the motorman then had to clamber atop the car to fix, reposition, or replace the trolley assem-

bly. At night or in severe weather, this was an arduous task.

Most work, though, was more mundane. On freight runs, the time-consuming switching of cars was a major job. At times, the CD&M men also had to assume the laborious task of loading and unloading the freight cars. Even baggage on the passenger cars frequently involved heavy work — since passengers were allowed 150 pounds of baggage. The CD&M also carried mail and commercial shipments, so packages often filled the baggage area and overflowed into nearby seats and aisles. Smokers heading for the rear of the car sometimes found the way impassable. For the motormen, the various duties sometimes stretched into fourteen or fifteen-hour days, for a top hourly wage of 65 cents in the 1930s. No holiday or overtime rates were paid. Nevertheless, motormen liked the varied work and the congeniality of passenger service.

The passengers themselves were a diverse lot. Since outlying secondary schools were nonexistent then, many rural youths rode each weekday to attend high school in one of the three Iowa cities. The special commuter run from Blue Grass to Davenport carried students who attended Davenport High School. People working in downtown businesses and offices — store clerks, businessmen, and professionals, for example — were regular commuters on the CD&M. They often filled the cars to standing room capacity during the morning and evening rush hours. Travelling salesmen typically did just the reverse, riding out of the cities in the morning and returning in the evening. In the early days, before the full emergence of the automobile, the interurban was a vital link between these salesmen and the smaller communities in townships along the Mississippi. Workers were not a large category of CD&M riders since most of them were served by city trolleys, but a few rode the morning trains



A CD&M freight train arrives in Davenport in the 1930s. (courtesy Davenport Chamber of Commerce)

from Davenport to the factories and fields of the Bettendorf and Pleasant Valley area. During the slack hours, many women from small towns and farms rode to the cities to shop.

Farmers also found the system convenient for bringing eggs or small-lot produce to a nearby town for marketing. Their cans of cream were tagged and left at CD&M stops, whisked into the car's baggage compartment, and delivered to the creamery in Davenport. One elderly farmer from northern Scott County relied on the CD&M in a special way. A regular weekend tippler at Davenport nightspots, he sometimes drank too much and needed to be dutifully assisted off the last evening run by accommodating CD&M motormen.

Regular riders became accustomed to sitting in a particular seat on the cars and became acquainted with one another and the motormen too, so the atmosphere was friendly. "Everybody knew my name," recalls a former motorman who often piloted the Blue Grass to Davenport commuter runs, "and we motormen knew the riders."

Recreation provided another source of ridership. People from the rural areas were at-

tracted to recreation spots in the Tri-Cities, which were served by trolley connections to the interurbans. Like many interurbans seeking to increase their traffic, the CD&M for some years maintained its own park. Opened in 1906, it was just north of LeClaire. Dances were held and steamboats landed there, adding to the number of picnickers and excursionists. The Oakes Park stop, near Camanche, was another pretty wooded site that was the scene of many recreational gatherings. Especially on the Clinton to LeClaire stretch, there were good fishing and camping places, which the CD&M pointed to in its promotional literature. Fishermen from Clinton and Camanche rode to their favorite haunts downstream in the Wapsie River bottoms or along Rock Creek.

We think of the interurbans as passenger lines, but many of them carried substantial amounts of freight as well. The CD&M was one of these. In fact, its freight service was more important and more profitable than its passenger service by the 1920s. The carrying of express items, mail, daily

newspapers, and the like on its passenger cars constituted only a small portion of this side of the business.

Carload freight was handled by husky steeplecab locomotives and refitted express cars, and the trains they pulled looked like any freight train. In the 1930s, two scheduled freight trains ran on the system and carried about 500,000 tons of freight a year. Many carloads were transferred between the Chicago & Northwestern line at Clinton and the Rock Island line at Davenport, the CD&M linking the two larger lines. Other cars had a local origin or destination. Perishable goods leaving Davenport at 1:30 PM could be unloaded in Clinton and *enroute* to grocery stores and restaurants by 3:30. Bread baked in Davenport arrived in Clinton

on the last interurban in the evening, ready for early morning distribution. Stone, sand, and gravel were carried from LeClaire, Princeton, and Camanche areas; coal was brought to the Riverside power plant near Pleasant Valley and to the Davis Gardens outside Bettendorf. The Davis Gardens also received carloads of manure for its planting beds. Onions and livestock were shipped from the same area. Special CD&M cars and crews worked around the clock when the Pleasant Valley onion crop was ready to ship each summer. Twenty carloads at a time were often dispatched, sometimes totalling 250 carloads a season. The CD&M carried them to larger lines, which took them to Chicago and points farther east.

In the 1920s, the CD&M began to pur-



Part of the CD&M's expanding truck fleet in the 1930s. (courtesy Davenport Chamber of Commerce)



An early Niles two-man car carries a full load on the Muscatine division. (courtesy Iowa-Illinois Gas and Electric Company)

chase its own motor trucks and initiated express service. It advertised free pickup and delivery of goods anywhere in the Tri-Cities. A separate freight depot at 101 Brady Street in Davenport was the hub of this expanding business. Soon the trucking line was operating in areas remote from the CD&M tracks, making regular express runs to Buffalo, Montpelier, and other places. "Local express service at freight rates" was the company's claim in 1936. The motor truck, although a growing competitor for CD&M rail business, was used by the company to parallel and supplement its own rail operations.

The CD&M and its predecessors served eastern Iowa for over thirty-six years, from 1904 to 1940. During the latter half of that period, the company suffered growing competition from the automobile and the truck. As noted above, declining ridership dictated the transition to lighter cars and less frequent scheduling in the mid-1920s. To the evident virtues of motor transportation — its flexibility and the fact that it did not require large private investment in equipment or rights-of-way — one must add the psychological

aspects of an America that was quickly adopting the values of consumerism and privatism. The assumption that progress entailed constant technological or material change and that "new is better" were becoming dogma. To many people, the electric streetcar began to appear outdated and cumbersome, even boring, in comparison to the lively and novel auto.

In the 1920s, the breakthrough to "automobility," to use one historian's apt term, was beginning to cast a shadow over street rail and interurban alike. The CD&M foresaw the direction of change and began to supplement its rail service with buses. In 1928, shortly after the completion of the paved highway between Davenport and Clinton, it introduced buses on its schedules between the two cities. In 1929, buses appeared on the Davenport to Muscatine trip. The company also tried to interest the public in the novelty and comfort of a new set of "parlor coaches" purchased in the early 1930s, but by 1930 over a third of its passen-

gers travelled by bus (59,874 of the total 157,902 riders). The six daily trips from Davenport to Clinton were now supplemented by three bus trips each way on the highway. Rail ridership slipped. The packed cars so common to the early 1920s grew more and more infrequent. The company began to rely on its freight service as income from passenger service declined. The CD&M's argument that riding the interurban was safer and cost a third to half of what it cost to drive an automobile the same distance did not persuade commuters who were becoming irretrievably hooked on the auto.

By the mid-1930s, the switch from trolleys to motor buses within the Tri-Cities had gone even further than on the interurban. In 1936, buses replaced almost all of the Davenport and Tri-City trolleys. A nationwide campaign to scrap streetcars — spearheaded by General Motors and other auto-related industries — claimed success after success, and decisions by CD&M officials indicated that the trolley's end was near. The perennially weaker Davenport-Muscatine portion of the system discontinued electric rail service in 1938, and in 1940 Clinton-Davenport service ceased. A few of the cars and utility vehicles were sold to other rail systems, where they remained in use for a few more years. Most, however, went to a local dealer who resold them as diners, homes, and scrap metal. The track, except for a 13-mile section between East Davenport and LeClaire, was dismantled and scrapped. Eventually, the People's Power and Light Company — a sibling company and predecessor of the present Iowa-Illinois Gas and Electric Company — took over CD&M's electrical service to rural areas.

Thus, despite its efficiency, its safety, its dependability in all kinds of weather, and its excellent service to eastern Iowa, the CD&M passed into history in the space of little more than one generation. The opportunity for a



An I&I car at the Clinton depot, before the depot relocated and began operating out of a downtown business. In time, smaller cars replaced the full-sized car pictured here. Already the railroad and the automobile jockey for position. (courtesy Iowa-Illinois Gas and Electric Company)

balanced transportation system, capable of moving large numbers of people safely and cheaply, passed with it. Only recently, with the advent of our current energy crisis, have we in Iowa — and in the United States — begun to appreciate the significance of the interurban's decline. It would appear that the costs involved in shifting to a unidimensional, heavily energy-consuming mode of transportation have yet to be fully reckoned. □

regional friday

Iowa
Illinois

He put the last interurban over the road

By REMA GRAHAM
Herald Correspondent

CAMANCHE — Cross a streetcar and a train, and you would probably come up with the interurban, a strange form of transportation that has been extinct in eastern Iowa for many years.

But for 35 years, the Clinton, Davenport and Muscatine Railway provided safe, fast and frequent electric road transportation between those three cities.

Albert Wiebers, 84, remembers the interurbans well.

"I put the last CD&M interurban over the road on March 31, 1940, at midnight," he said proudly.

Wiebers, who lives at 927 7th Ave., Camanche, raised 10 children on a Clinton County farm. He also operated an interurban from 1928 until the operations ceased in 1940. He was employed at Alcoa Co. from 1949 until 1966, when he retired. His wife, Bernice, died a few years ago.

The interurbans were individual train cars that ran like streetcars, on electricity provided by overhead wires. They traveled the 66 miles between Clinton and Muscatine on their own tracks, but once inside the cities they ran on the regular streetcar tracks, Wiebers said.

The CD&M was born of the merger of two companies. The earlier one, the Iowa & Illinois Railway Co., was chartered on Sept. 17, 1901, to build between Clinton and Davenport. It put its first interbans into operation on Nov. 20, 1904. Davenport & Muscatine Railway originated on Feb. 15, 1920, and ran its first car for a party of officials on July 28, 1912. Regular service began Aug. 1.

During 1912 the United Light and Railways Co. acquired the D&M Ry, and in 1913 took over the I&I. In 1916 the interurban roads were merged as

the CD&M.

Passenger service declined rapidly in the 1920s as more people began to drive automobiles. The company was forced to cut the number of interurbans, and replaced heavy two-man cars with lighter ones operated by one man.

The new cars had baggage doors on each side, just past the center of the car, with a smoking section at the rear. Operators communicated with the dispatcher by telephone, plugging into jack boxes along the line.

Wiebers, who began in 1928 as a freight conductor, later ran the passenger car as conductor and motor man, said he kept very busy on the job.

"My brother, Arnold, had the day run and I had the night run from 3:30 to midnight. We made three round trips a day, six runs each," he said.

Besides carrying up to 40 passengers, they sometimes handled 100 pouches of mail. Agents would send money, which was signed for in Wieber's signature book and turned in at the depot. The agent would also sign at the destination, Wiebers said.

"I also picked up high school kids in Clinton and in LeClaire," he said. "We'd make a loop around Clinton, beginning and ending on 6th Ave. Then we'd head for Davenport again."

Wiebers never experienced a serious accident, probably because of his awareness and ability to quick reaction in an emergency.

The one-man operation of handling a "hack," a bus without a horse, was quite a responsibility and required a knowledge of the route and a feel for the control of the vehicle.

"Sometimes there would be rain storms and hail storms and snow storms and you'd have to run on your imagination. I went over the road so many times, I knew every crook and curve," Wiebers said.



CAMANCHE — A picture from the past — Albert Wiebers stands next to one of the interurbans he operated for several years, before the line was discontinued. Wiebers said he "put the last CD&M interurban over the road on March 31, 1940 at midnight."

"The wheels would slide on the rails, and I'd sometimes have to put it into reverse if the air brakes weren't going to be quick enough," he said. He also remembers once when a coal truck slid off the highway in LeClaire and was "right in front of me. I smacked right into him," he said.

But, generally, the trips were smooth.

"I enjoyed it — you met some of the nicest people. And sometimes I took my oldest children as far as McCausland, and they'd stay with their grandparents a day or so and catch us coming back," he said.

The passenger stations for Clinton and Muscatine were located in store buildings. The last depot in Clinton was located beside Pinney Printing Co. Before that, it was on 6th Avenue

behind where the Grand Hotel was, Wiebers said. Car barns are still at Bluff Boulevard where they are now used for storage for Paul's Discount. After 1923, the Davenport depot was located at East 2nd and Perry streets.

Although the interurbans were efficient, the passenger patronage continued to decline and the line became primarily a freight hauler.

Passenger service on the Muscatine line ended Nov. 8, 1938. Freight service, although still heavy, was halted the following week.

Service on the Clinton line ended March 31, 1940, and the interurban became a part of history.

The track was abandoned except for 14 miles, which was sold to the Davenport, Rock Island and Northwestern Railway switching line.



Photo by Rema Graham

CAMANCHE — Albert Wiebers, 84, looks fondly over old photographs, as he talks about his years of service with the interurban, which ran between Clinton, Davenport and Muscatine.

SPANISH AMERICAN - WORLD WAR I

ROY WOOD WWI	WILLARD FIZKE WWI
WALTER DENNIS WWI	BENJAMIN H. SHAW WWI
C. J. ENGLEHART SA	Cecil RYNER WWI
ALBERT ALLEN SA	Geo Stichter WWI
CHARLES BOOK WWI	Louis KROEBER WWI
CHARLES SHAW WWI	MORTE SCHAFER WWI
ZACH B. SUTTER WWI	CHARLES STICHTER WWI
ERNEST HAINES WWI	FRED GRAHAM WWI
DR. W. G. JOHNSON WWI	FORREST GRAHAM WWI
SAMUEL FLETCHER WWI	Louis POSTON WWI
ELNOR KERR WWI	RAY THOMPSON WWI
ADDISON SOUTHWOOD WWI	JAMES HIRL WWI
GAYLE HAMILTON WWI	DEWEY POSTON WWI
MERVIN FULTON WWI	DEWITT BRAGONIER WWI
CHARLES NOBLE WWI	ROBERT BLACK WWI
THOMAS RUMBERG WWI	EMERY SCHAFER WWI
HARRY BAXTER WWI	VERNIE CARBOY WWI
ROBERT HENDERSON WWI	HARVIE KROEBER ^{WW2}
RICHARD SCOTT WWI	BENJAMIN L. SHAW ^{WW2}
EWOLD ROSSER WWI	EUGENE OAKS ^{WW2}
VERNON SLAUGHTER WWI	HAROLD KUNDE ^{WW2}
ORVIE NORTON WWI	ALVIN BURKAMPER ^{WW2}
RALPH PORTER WWI	DONALD SCHMIDT ^{WW2}
BEN RUDOLPH WWI	MERVIN GRAHAM ^{WW2}
DAVID HOIST WWI	LAVERN J. HIRL ^{WW2}
ARCHIE SCHAFER WWI	DONALD CLEMON ^{WW2}
DANIEL SHAW WWI	MERLIN BOLL ^{WW2}
HERBER REI STROFFER ^{WW2}	ANTON TOFT WW2

Geo. Bishop WW¹
CALVIN W. DUKE WW¹
HARRISON CARTER WW¹
CARL HEDLUND WW¹
ROLAND PODDUS WW¹
HENRY WIESNER WW¹
THOMAS FRAZIER WW²
ALVIN AULIFF WW²
ALFRED A. DRECHSLER WW²
FORSTER AULIFF WW²
WILLIAM ALLEN WW²
JOHN GRELL WW²
ROBERT MATHER JR. WW² ★
GLEN WALTERS WW²
GLEN LITTLE WW²
DONALD HEBLE WW²
ELMER BROWN WW²
WILLIAM SANTEE WW²
ELMER FLETCHER WW³
DONALD LEMKE WW²
JOHN KENSINGER WW²
FRANCES AULIFF WW²
ELDON FICKLE WW²
DALE POMER WW²
FRANK ERFCIN WW²
LYOYD ROESGER WW²
WALLACE CLEMONS WW²
ALFRED^A SCHULZ WW²
Russell Litscher WW²

Ronald PIETSCHER WW²
CHAS. L. SCHULZ WW²
HAROLD WOOMERT WW²
GLEN SWITER WW²
HAROLD SEIMS WW²
JOHN SWITER JR WW²
Geo. VOLRATH WW²
WAYNE BROWN WW²
JAMES SWITER WW²
GAROLD CARTER WW²
MYRON RUBERG WW²
HELEN SWITER WW²
LEE CARTER WW²
GEO. GRELL WW²
Geo. PARRISH WW²
GLEN BROWN WW²
★ REED PIETSCHER WW²
HOWARD J. REINHOLD JR WW²
KENNETH KEATH CARTER WW²
RICHARD A. BURKAUER WW²
HARRY. H. KLEEBURG JR WW²
DONALD C. STEBEWS WW²
GAYLE LEROY DANN WW²
PETER PAUL KRIEGER WW²
KORAN WW²

J.C.

KOREAN CONFLICT :

LEROY EICHOFF PC

WALTER ANDERSON PC

HOMER JOHANSON PC

MELVIN ~~DOO~~ DOORS PC

ARVIN D. ANDERSON PC

HUGH MCGREGOR PC

AUGUST ERLING PC

MARTIN MEINERT PC

SAMUEL W. HAVEN Hi/PC

DONALD WILLIAMS PC

ROGER DEAN HAVEN Hi/
PC

copied off of

plaques at Community Center

PM

GRAND OLD RIVER DAYS - "135 YEARS ON THE RIVER"

GRAND MARSHALL - MAE AND WALDO JONES

MAE and WALDO have been married 58 years, having lived in Princeton township all of their lives and in their present home for 45 years.

MAE went to Sand Hill School. She has worked for Kernan's in Princeton, baked for Bishop's in Davenport, Mr. C's in LeClaire, Raymond's in Camanche and just recently retired from Johnson Manufacturing in Princeton after 24-1/2 years of employment. Mae always has a big garden and does lots of canning. She loves flowers, picnics, quilting, craft work, crocheting, reading and watching sports on television with Waldo. She enjoys making special treats for residents at Princeton's Elderly Housing and is always cooking, baking and doing "something" special for friends and family.

WALDO went to the old Princeton School. He lived in town for 18 years and then moved to the country. He loves farming and has 156 acres of corn planted this year. He has been engaged in farming for 60 years. He enjoys reading, snowmobile riding, playing golf on his mini golf course in their front yard, picnics, flowers, gardening, watching sports on television with Mae, and delivering the special things Mae makes for friends and family.

MAE and WALDO are members of the Buffalo Bill Museum, the Community Improvement Corporation in LeClaire and 60 Plus. They have helped Bob Vogelbaugh with his FREE Thanksgiving Dinner at Hardees in Southpark for 12 years by donating their time and food.

MAE and WALDO are the parents of; Donald, LeClaire, Walt, Pleasant Valley, and Karen Bruhn of Davenport. They especially enjoy their grandchildren, great-grandchildren and dog, "Beauty".



PRINCETON FUN DAYS
June 23-24, 1984

HERBERT PEITSCHER, GRAND MARSHALL

Herb was one of the founders of the Princeton Volunteer Fire Department. He was elected chief in 1940 and remained chief until 1980 at which time he decided '40 years' was long enough. He is still active on the Fire Department and makes most calls with them.

Herb was instrumental in forming a county volunteer fireman's organization in 1946. Through conscientious efforts, he was elected president of the Scott County Volunteer Fireman's Association of which he served several terms.

During Herb's forty years as chief he attended most all seminars and schools - local, district and state - to continually enhance a consistent and competent performance of the Princeton Volunteer Fire Department. Throughout this time the department was noted for the capacity of efficiency in which the community was served.

The community is most appreciative of Herb's endless hours of dedicated service with the Fire Department. Therefore, we the Princeton Day Committee are honoring Herbert Peitscher as Grand Marshall of the 1984 parade with the theme being "Yesterday's Memories - Tomorrow's Dreams".

On the '1939' Chevrolet Fire Truck, Princeton's first pumper, are Frank Erfling, Harold Woomert, Al Dreschler, Alf Schulz, Hilding Lund, Irvin Fletcher, and Darb Schulz, some of the first firemen of the newly organized department with Herb.

VOLUNTEER FIREMAN

He wears no uniform of blue; '
He's just a common man like you.
No flashy badge adorns his chest;
To make him different from the rest.

But when there's fire, smoke and flame;
Then behold, he's not the same,
As you and I who stand aside;
When danger lurks and courage is tried.

He'll die to save a human life;
Perhaps your daughter, son or wife.
He gets no pay from year to year;
Still, he's proud to be a VOLUNTEER.

PRINCETON FUN DAYS GRAND MARSHALLS: JACK AND ELLA FICK

Mr. and Mrs. Jack Fick will be honored this year as the Grand Marshalls of the "Princeton Fun Days Parade". Princeton is celebrating "160 Years on the River" in conjunction with Iowa's Sesquicentennial.

Jack and Ella have been residents of Princeton since their marriage in October of 1955.

Jack came from Big Rock, Iowa and was employed at Alcoa. Since retiring he has kept busy with his vegetable and flower gardens, and has an old car he likes to care for and also, is a volunteer driver for CASI, delivering meals. Jack is a Past Master of Masonic Lodge # 44 of LeClaire, Iowa. Jack is a Princeton Lion, too.

Ella was employed at a Federal Government job in Rock Island, Ill. She loved visiting with the children around town, so it was natural to accept a job at the Princeton Branch of the Scott County Library, retiring in September of 1977. Ella also enjoys flowers and talking with friends and neighbors about their gardens. She is a member of King's Daughters Circle in Rock Island, Ill.

Jack and Ella both are members of the Zion Lutheran Church in Princeton and enjoy their church family. They also enjoy attending most all of the community dinners in Princeton and surrounding areas.

WHAT'S IN A NAME?

In the past, having a nickname in Princeton, was not unusual. In fact, some even had a double nickname such as Tom's Tom. An incomplete list of the 1930's follows:

ALF
BIG WRIST
BOOZER

CAP

CATFISH

CHICKEN

CHINK

DARB

DEL

DOC

DUNNY

FICK

HEINE

HOWD

HOOGER JOE

HUB

INDIAN JOE

JIT

KAISER BILL

KIKU

NARD

NEYKEE

OPIE

PANDY

PAPPY

PRESS

PLDE

RATTY

RED

ROCKY

SKINNY

SKY

TEABO

TINK

TIG (TIGARETTE) LOUIE

VICKIE

WHITEY

ETC.

These 2 articles may be used at your option.

THE WAPSIP, CLUB

The club was organized about 1916 by some 30 Davenport men interested in duck hunting. A clubhouse cabin was built on the riverbank just below Deep Slough. In later years when this was destroyed by fire a masonry clubhouse was built on the opposite Illinois shore.

All of the shooting was done from scull boats. One decoy spread was located on Williams' Bar and the other out from Bill Lewis Island. About 100 wooden bluebill and canvas back decoys were used in each spread in addition to about 30 live mallard decoys. The club raised their own mallards and generally had a pen of about 200. Ed Blocker and Paul Dennis of Princeton served many seasons as scullers. They were paid a salary for the season and received a bonus for each duck they shot when no club members were present. These ducks were placed in cold storage for winter banquets. The usual seasons kill was about 1600 ducks.

POLLY WOGGIN

Two Princeton boys, during an extremely low river stage, decided to exploit the almost virgin clam bed out from Cap Rock's place.

It was an area too discouraging to drag with bars at normal stages. Numerous rock ridges inclined upstream and once a bar got lodged beneath one it was next to impossible to retrieve.

Both boys were tall and, at that present stage of the river, was only waist deep to them. It was therefore unnecessary for them to submerge their heads to pick up the shells. They loaded their flatboat during the first days work mostly with three ridges, washboards and nigger heads. Early the following morning they steamed out the moats at the foot of Chestnut St. A neighboring father and son were inquisitive bystanders. That afternoon they followed the boys to the worksite and took up a position a few feet outside of their boat. The water was a little deeper there and the men were short so they had to lower their heads beneath the surface to reach the bottom.

On their first immersion their heads popped up immediately. They looked inquiringly at the two boys who were busy tossing shells in the boat. After this happened three or four times the intruders left.*

After the boys harvested six or seven boatloads the river raised and the operation ended. During the winter however they returned and dug the shells through the ice with lango forks bolted to two by fours.

* Most of the shells, especially the three ridges had an accumulation of mud and sand imbedded on them. Much of this was cleaned off by vigorously pounding two together beneath the water before tossing in the boat! This caused intolerable concussions to ears below water.

GRAVEYARD HOAX

A curious and somewhat excited crowd had gathered in the 400 Block of Lost Grove Road. A reporter with sound truck from WOC was on hand. An almost hysterical woman sobbed that her house might require moving.

The town marshal was called.

A startling discovery had been made. Two old limestone grave monuments had been discovered at the extreme rear of the Baxter property. The area was a pioneer graveyard according to the on-lookers except one.

The town marshal jotted down the names and dates on the markers and called on the Oakridge Cemetery Director who had the cemetery records.

The latter smiled and opened the ledger to the Baxter lot. There were two monuments with names and dates in complete agreement with the ones on the old stones. Harry Baxter had purchased new granite monuments then tossed the old stones on the rear of his lot.

MURDER ON FOURTH ST.

It was a typical small town frame house. A nice bluegrass lawn and stately evergreens gave it an exterior appearance of peacefulness. Inside however it was fraught by domestic strife of the tenants.

It ended one day when the husband shot his wife and daughter then ended his own life. It was a tragedy unprecedented in the history of the town. It was inconceivable that such a thing could happen in a community of such gentle people.

In later years the subject was avoided, and if discussed, it was with subdued voices. There never was a meal eaten nor a night's rest taken in the house thereafter. Its doors and windows remained locked. Finally after over half a century of vacancy it deteriorated to the extent that it had to be razed. The grounds were leveled and reseeded. The place reverted to its former appearance of earlier days.

THE OLD SWIMMING HOLE

Located below the high bank of the river at the upper end of town it afforded privacy and much enjoyment to the boys in the buff. Who be unto anyone so modest as to wear a swim suit. The bottom had its share of sharp rocks and razorback clams. A cut or two could be expected. Leeches also would get between the toes which had to be examined upon leaving the water. About 15 or 20 boys would frolic in the water sometimes both in the morning and in the afternoon.

After the swim it was nice to stretch out on the grass on top of the bank. Someone would always have a sack of Bull Durham and some papers. Various subjects were discussed between puffs such as fishing but the most popular one was "whats doing tonight?" Sometimes the northbound freight would stop to permit the southbound passenger to pull onto the siding. Invariably the former would have a cattle car of Muscatine melons. As a rule the top end gate was without seal. As one boy said, "This is not stealing but they wished to make some samples available."

THE WAGER

I was working in my garden when my friend True Engelhardt came to see me. He had made a wager with Clyde Nicholson that he could swim across the river and back in less than an hour. I was to follow in my rowboat to keep the swimmer advised of the time and to also be available in case of a bad cramp seizure.

Each man bet ten dollars and this was placed in my bill fold along with their signed statement of conditions. True entered the water at the foot of Fillmore St. and stroked towards the Illinois shore. He swam leisurely but strongly and occasionally changed strokes. When he reached the Illinois shore he stood up and waved then plunged back in.

About mid-stream he suffered a slight leg cramp and told me to stay close. It was but a momentary delay however as he then stroked boldly to the Iowa shore where he left the water at the old frame warehouse. Time 45 minutes and 40 seconds.

INVITING CHOICE

Princeton at one time boasted two lodging places, one was operated by the Roach Family and the other by the Slaughter Family. A salesman, intent on staying in town for a few days, inquired of a local resident as to the availability of a room. "Oh yes", replied the latter, "You have your choice of either the Roach House or the Slaughter House."

OH! OH! OH THOSE SHRAPNEL WOUNDS

A local war veteran, who was a bartender, would at the slightest excuse rub his stomach and moan "oh! oh! oh those shrapnel wounds." One day another veteran sat sipping his beer in meditation when it was interrupted by the old familiar refrain. Rushing behind the bar he ripped the surprised bartender's shirt open to view. Not the slightest vestige of even a small scratch was visible. Thenceforth the discomfort of the shrapnel wounds was never mentioned.

FEW PAID - MOST DID NOT

A rank growth of scrub willows covered the river front for almost four blocks south of Washington St. Two men were hired by the town council to clean the area as close to the ground as possible. They were to receive an hourly wage of thirty cents and were to furnish their own tools. The area was strewn with small rocks which required frequent filing of the axes.

Upon the sixth day of work, when but a small area remained uncut, Theodore DuBois, the street commissioner drove down the street and enjoyed the river view not previously possible. He reined in his horse and beckoned the workers to come to his buggy. "You have done a very good job and have earned almost enough to pay the poll tax that you owe," he said.

WOLVES

As late as 1918 wolves could be heard howling their disapproval as the evening passenger train whistled through town. One of them was silenced by a boy with an old Stevens 12 ga. pump gun that would not repeat. Ralph Ney was hunting squirrels in Arkie's timber when a big gray wolf broke cover from a ditch. Ralph made his one shot good.

He took the carcass to the county courthouse to be sure he had complete evidence to receive the bounty. He was given permission to remove the pelt. This he did with his pocket knife.

A Leclair's painter kept close watch every year on a wolf living in the hills west of Princeton. When her pups were whelped he would tote his gun, a sack and a spade to the den and then dig out the pups. He was asked where the old wolf was when he was doing all of this. "Well," he said, "she was just sitting a few yards away watching me." He was then asked why he didn't shoot her for the extra bounty. He replied, "Why should I kill the goose that lays the golden eggs every year?"

WRONG PLACE - WRONG TIME

John "Stagee" Hire lived upstairs on the east side of River Drive in the 300 Block. During mild weather he would leave an old kitchen chair on the sidewalk next to the building and at the foot of the staircase. It was a nice place to visit with people going to Alban's Drug Store or the Post Office. Frequently he was molested by boys who would shout up the stairway, "Stagee Hire you are a liar." They would then retreat around the corner of the bank.

One evening Stagee heard someone move his chair. Armed with a billiard cue and in bare feet he stealthfully crept down the stairs. At the bottom he took a vicious swing with the cue and heard the thud as it hit its mark. Triumphantlly he stepped out on the sidewalk, and to his dismay, saw Curt Speer stretched out in the chair knocked cold. He had been waiting for the drug store to open. Now this could not have happened to a nicer or more friendly man. He was not hurt badly but thereafter gave the chair a wide berth. Strangely enough the molestation of Stagee Hire stopped.

HERE HE IS

As a very young reader I was fascinated by Hans Christian Anderson's "The Ugly Duckling". Little did I realize at the time that in later years I would witness a similar transformation.

Just prior to being away from Princeton for several months I visited my brother Walt. He lived in the little brick house, in the 600 block on 5th St., known to old timers as the Bowley place. Walt often referred to 5th St. as Skyline Drive.

Walt was seated outside and had the company of "Pappy" Long and John "chink" Rook. My attention however was not directed to them but to another visitor struggling to make its way uphill through the garden. The Kitten could only travel a few feet at a time before falling exhausted. It finally arrived in front of Walt's chair where it collapsed. Its little wet and trembling body was but skin and bones and its neck was devoid of hair. It was indeed a pitiful sight. Walt said, "Go away Kitty I don't want you here". The Kitten remained motionless. It had expended its last

energy. Walt shooked his shoulders and went into the house. He returned with a can of Pet milk and a crust of bread which he placed in a saucer before the Kitten. After taking this nourishment it went to sleep beneath Walt's chair. He took an old towel that was drying on the fence and ^{tenderly} covered his new found friend.

Several months later I returned to Princeton and visited Walt. This time he had the company of Lody Anderson. Again my attention was directed to the other company. Upon Walt's lap was stretched the most beautiful big Persian Tom one could imagine. It had a big ruff around its neck which Walt was stroking and the cat was responding by playfully patting his hand. A fleeting thought flashed through my mind but I thought that too improbable. I did however inquire about the starved sick Kitten. Holding the beautiful Persian aloft he passed him to me saying, "Here he is!"

chuckling and

JUST A TINY SHRUB

One morning Al Pries and I were having a friendly little chat in front of the post office. A car with the state of Washington plates parked close by. The driver approached us and inquired if we could direct him to someone who had knowledge of old cemeteries in the area. He was searching for the unmarked grave of his grand father Andrew Goller. I told him I knew where it was and it was not exactly unmarked. Enroute to Oakridge Cemetery we stopped at my home to pick up the cemeteries registry.

Just a short distance from the cemetery's entrance was Andrew Goller's grave in a well kept lot. At the head of the grave was just a tiny shrub that had been spared for years by considerate caretakers. I showed Mr. Goller the register and he could see the location was in agreement with neighboring monuments.

Now he voiced his appreciation that even though no contributions had ever been made for the maintenance of the cemetery his grandfather's grave was well kept. He recognised names on

Several stones as being familiar he had heard his father mention. Before returning to Washington he gave the cemetery a liberal check for maintenance and purchased a nice marker. Now the tiny shrub stands proudly beside it.

NEVER SEND A BOY

Chris Sierk was not a real big man but he was a powerhouse of strength. After giving my father an order for groceries ^{he} asked to have a barrel of salt also. My father told me to go along and help load it. His wagon was backed up to the doorway of the warehouse across the street. Several barrels of salt were near the doorway and he asked me if it made any difference which one he took. I said, "No they all weigh the same." He brushed me aside and twirled the barrel over and into the wagon like it was empty. I returned to the store and my father asked me if I got the salt loaded. I said, "That man didn't need me." "I know" said my father, "It was just a matter of courtesy."

THE OLD INDIAN TRAIL

The Princeton area was once traversed by an Indian trail when the Indians relinquished the area provisions were made that they could have access to the Mississippi River. The trail was some eight feet in width and extended from west to east. It entered the early settlement location in the middle of the 600 block of the present Fifth St. and extended east along the north side of the L.E. Long property and Presbyterian Manse.

It is doubtful if the Indians ever exercised their privilege much of travel on this route. The nearby Wapsipinicon River provided a watercourse almost to the Minnesota border. None of the early maps and charts of explorers designate this river to be the Wapsipinicon. Its name was identical with the Mississippi River except for the first letter. Later a cartographer changed the name to the Wapsipinicon. This inspired the legend of the two Indian lovers Wapsi and Pinicon.

PRINCETON RACQUET CLUB

In the early 1920's some 15 young people were enthusiastic members. Since only one court was available doubles generally would be played. The court was located on a vacant lot ~~now~~ occupied by the Presbyterian Manse. Games were played both morning and afternoon during the summer.

Rachel Morgan was president of the tennis club and Harold Penrod was official scorekeeper. A complete list of other members is not available but in addition to Rachel and Harold were Jasper Morgan, Alice, Olive and John Hickey, Gladys and John Rummel and Paul Dennis.

HIDDEN CAVE

During the middle of the past century a large underground storage room was blasted from solid rock on the west side of River Drive South of Whiskey Run. Access was by a trap door over a stairway beneath the west edge of the sidewalk. After the ^{cyclone}~~tornado~~, made local people apprehensive of the danger, many kept a watchful vigil near the entrance should ominous storm signals appear.

Heine Carber's adjacent tavern utilized the cave for the storage of bottled beer. The temperature of the brew thus stored was preferred by many discriminating customers. Calls for "One out of the cave", were common.

After the Carber tavern was destroyed by fire the entrance stairwell to the cave was plugged with rocks and concrete. Later some interest was manifested in reopening the cave but the expense of the fill removal and construction of new steps discouraged this.

VERSATILITY

Should you have lived in Princeton during the past four decades you would have experienced at times mechanical problems requiring service. Were you having car trouble, poor TV reception, your air conditioner or electric stove needed attention, a pilot would not stay lighted, etc? Now did you get the phone book and thumb through the yellow pages? You did not! You called Herb. He responded with only reasonable delay, but however while on the job should the Fire Siren blow, he would speed away. I forgot to mention that he was also Fire Chief.

EARLY COMMUNITY BIRTHS

On Page 7 reference is made as Dr. John Knoy being the first white child born in Scott County. Later research proves this to be in error. During 1834 in the Pleasant Valley area, a son was born to Mr & Mrs. J. B. Chamberline. In Princeton during 1838, Henry Hires, Thomas Doty and Albert Pinnea were born. Dr. John Knoy was born in 1852.

HOUSEBOAT DWELLERS

Most river towns had some houseboat dwellers and Princeton was no exception. Nestled below the high river bank at the upper end of town they were afforded both privacy as well as protection from the cold northwest winds. The hulls were constructed of two inch planks and a subfloor provided a generous air space beneath. One heating stove sufficed. A sand point and pitcher pump was the usual water supply.

Charley Carr and his wife lived just below the Alf Schulz home. After retiring as a commercial fisherman he became the janitor of the old Stone school house.

Just below the Carr boat was the location of Joe Neys' boat. Joe lead a very peaceful life and had a very soft quiet manner. He enjoyed conversing with friends.

Below the present Locker Plant was the boat of Jack Phelps. It had the distinction of having a cold water spring gushing from the bank near his door way. This was before the days of the Thermo jugs and was the last source of supply for the old burlap covered jugs for those going

fishing upriver. The water was evidently safe to drink as no cases of typhoid or dysentery were attributed to it. Jack was a retired railroad man and his hobby was his two inboard powered launches, the Drake and the Duck. They were painted red, white and blue and had rounded prows like Dutch whalers. After Jack's death his place was declared untenable and was destroyed.

PRINCETON BAKERIES

John and Lester Swanson were well experienced bakers and had a thriving business in the 400 Block River Drive. In addition to their local sales they had outlets in neighboring towns. John's wife helped in the bakery and the father drove the delivery trucks. The quality of their products was excellent but their financial management was not. Their closing was due to the latter.

Prior to the Swanson Bakery one was operated by a man simply known locally as Indian Joe. It was on a much smaller scale and lasted but a few months.

CAP'S PET

John (Cap) Rook lived in the first house north of Budd Creek on River Drive. There was just room enough for his house and barn between the ~~road~~^{I-I tracks} and the base of the cliff. A few acres on the top of the hill were available for tillage or pasture. John was an early pony express rider. This no doubt accounts for his Indian bride. Later he took up steamboating and acquired the nickname Cap.

At retirement he used his tillable ground for growing cane. He even had his own sorghum mill. In later years he was content to tend a few milk cows. He devised a yoke that permitted him to carry two buckets of milk to dispense to his customers in town. In this occupation he enjoyed no modern conveniences such as a milking machine or vermin and insect control. While seated on his milking stool his wife with one hand would ~~wave~~^{wave} a palmetto fan and, with the other hand, use a fly swatter vigorously. He had no rat problem. A giant bullsnake ^{that lived in the barn} took care of that. A certain camarade and understanding existed between the snake and Cap. Cap would talk to the snake, stroke it gently with a stick and always provided it with a bowl of milk.

This strange relationship ~~it~~ continued for many

months until late one Spring. After a long winter's hibernation the snake evidently sought some companionship with one of its kind. It wandered into the garden of Col. Miller. Now Miller was a newcomer in the community and wasn't aware of all local bits of interest.

He was terrified by the awesome size of Caps' Pet and rushed into the house for his shotgun. The snake, that had always been the object of kindness by men heretofore, was an easy

unsuspecting target of the shotgun.

A neighbor sauntered over to learn the cause of the gunshot. He was aghast when he viewed the dead Caps' Pet. "Do you know what you have just done?" he asked, "You have killed Caps' Pet. Better say nothing to anyone about this lest it reaches the ear of Cap."

Since the participants of this drama have long since passed away the danger of a confrontation is over and now the story can be related.

PRINCETON COMMUNITY CIVIL WAR VETERANS
IOWA 2ND INFANTRY

Chase, Milton B.	Martin, Wm.
Chapman, A. H.	Mathews, Mark
Condon, David S.	McConnell, Geo. W.
Cooper, John K.	Moore, Griffin
McCoy, James	Moore, Henry S.
Moore, Thomas	Moore, Thomas J.
Piersol, Samuel	Moss, Perry
Price, Henry	Parcel, John B.
Rook, Nicholas	Pinneo, John
Urie, James C.	Pollack, Joseph
White, Benjamin B.	Pope, Wm. A.
White, Levi	Price, Henry
Williams, James	Rook, George

IOWA 14TH INFANTRY

Bickel, Ferdinand	Scott, Wm. W.
Condon, Wm. F.	Sharlow, James A.
Criswell, Wm. C.	Slaughter, Fayette
Crouse, Wm.	Slaughter, Wm.
Culbertson, Wm. F.	Shaw, Edward
Culbertson, Wm. L.	Shaw, Wm.
DuBois, Wm. L.	Wallace, Henry
Fanning, John	White, John E.
Ferguson, Daniel B.	White, Wm. F.
Hine, John	Wood, Levi

Hogan, John
Hopson, Henry H.
Martin, Peter

IOWA 2ND CAVALRY

Thomas, David
Shaw, Wm. Also served
with 14th. Infantry.

NOVER

There were several other Civil War veterans locally whose units are not available. Dan Mey, Sr. was with a Pennsylvania regiment as an officer and came to Princeton after the war. The units of John Leonard and Alexander Horcutt are not known. Information on a Gau, Parish and Crouse is not available. A Nowlin served as a proxy for a Princeton man.

THEY CAME FROM PRINCETON

1/3

Most communities produce some young men who attain distinction. Princeton is no exception to that rule. Considering the small population it has done exceedingly well. We have recorded some of those men of this century. Job descriptions are from information that was available.

JOURNALISM

Robert Elliott. Recognized nationally as a foremost authority on milk processing and promotion. Formerly was Product Manager with Crepago, Chicago, Ill. Now Managing Editor of the American Dairy Review.

Mervon Fulton. Editor of Times-Democrat.

PHYSICIANS AND DENTISTS

Samuel Fletcher. Doctor of Clinical Psychology. Director of Mental Health Center, Danville, Virginia and in addition a private practise.

Donald Sierk, DDS Orthodontist.

Vern Grams, M.D. California.

MILITARY

Col. Harold Penrod, Ret. California, U.S. Army.

ACCOUNTING

Emory Schaefer. Auditor, U.S. Government General Accounting Office.

LAW

2/3

Otto Thomsen - Corporation Attorney, Kansas City, Mo.

Jasper Morgan. Attorney. Clinton, Ia.

MERCANTILE

Charles Morgan. Successful merchant. Loelaine, Ia.

Merlin Boll. Maintained the good service and business volume of Boll's store.

Hilding Lund. Dealer in farm equipment, automobiles and maintained a service garage.

Afforded employment to many.

ENGINEERING & MANUFACTURING

Lawton Engelhardt - Executive. Eastman Kodak Co.

Eilwyn Kroeger - Retired as Production Manager of the Maytag Co., Newton, Ia. Then founded the Loelaine Manufacturing Co.

Harold Weemert - Supervisor for Dupont Co. Long service as Princeton Councilman a records Manager of Oakridge Cemetery the past 10 years.

John R. (Bob) Suiter. Engineer for Dupont Co.

The most outstanding and progressive mayor of Princeton in its history. During his administration he was the motivation behind the construction of the municipal water works, a sewage system and the Watertower Park and Recreational areas.

BANKING

Robert W. Sierk, Senior Vice President of First National Bank of Iowa City, Ia. Chairman of the United Fund for 1984.

Stephen G. Suiter, Executive Vice President of Farmers' Savings Bank of Princeton, Ia. and Leclaire State Bank of Leclaire, Ia. Active in civic affairs and a church officer.

Glenn H. Suiter, Chairman of the Board of Directors of the Farmers Savings Bank and Leclaire State Bank.

INTERNATIONAL CORPORATIONS

Paul D. Dennis, Jr. Vice President of Finance and Administration of Davy-McKee Corp. of Lakeland, Fla. and Houston, Tex.

Director of GDM, Davy-McKee, Ingeniería, C.A., Caracas, Venezuela all subsidiaries of Davy International of Great Britain.

Member of Florida State Legal Grievance Committee.

Richard D. Dennis, Retired as Start-up Works Manager of Alcoa's Rolling Mills in Swansea, Wales. Now Superintendent of Logan Rolling Mills of Russellville, Ky. a division of Atlantic-Richfield.

JOYCE BROCKHOUSE

Joyce Brockhouse is a scion of the local pioneer Schmalz family. A grandfather, Andrew Schmalz, was a member of the Board of Directors of the Oakridge Cemetery Association when Articles of Incorporation were filed in 1920. When the association was reorganized in 1966 Joyce ~~became~~ became Secretary and Treasurer. She has served for nineteen years in maintaining the family tradition of service to the cemetery. Since this is all without pay it makes her work all the more commendable. She also is active with the Princeton Days' Committee and other civic activities.

PENELOPE, MILLER
CUTKOMP

Some people with a formal education in Fine Arts never won distinction as artists. Others without it did. Penelope can be considered to be a member of the latter group. No doubt genetics was a factor.

Her innate talent became apparent at the age of five. Her drawing of a ~~train~~^{FIRE ENGINE} won first prize in competition and was so exceptional, for one so young, that it was placed on exhibition in the bank of her home town of Avon, Illinois. When she^{was} enrolled in the fourth grade of public school she won a scholarship to an art institute in Chicago, Ill. This was declined. Meantime she received some drawing lessons from an uncle who was a cartoonist. In 1974 she was tendered a scholarship at Ohio State University. This was also declined.

Now it might appear that Penelope shunned the teachings of others. On the contrary she was an avid reader and student of art subjects, at home.

In her painting she is not limited to any particular school or mode of expression. She combines her natural attributes with the knowledge gained from home study. She has given to the community a gift

that will long endure. On a wall of
the Virgil Grissom School she has created
a mural of meaning and beauty. She
further serves the community as Secretary
and Treasurer of the Princeton Days
Committee. She also made all arrangements
for the local distribution of Princeton's only
historical book.

J. D. DENNIS GENERAL STORE

For years the store, with its upstairs hall, provided the greatest incentive for people to come to town for business or pleasure.

It carried a large stock of provisions, hardware, shoes, etc. and in addition, in conjunction, operated a grain elevator, ice house, lumber yard and was agent for all the packet boats. ^{It} also operated a small steamboat. The only wagon scale in town was in front of the store. Farmers could sell their grain, butter & eggs at all times. Clammers could sell their shells.

The upper hall was vital to the community life. Some of the activities there were as follows:

Home Talent Plays.

Basket Ball

School Graduation Exercises

Bank Meetings.

Farmers Institute

Dances.

Roller Skating.

The first recorded event in the hall was in 1888.* The newly organized Princeton Lutheran Church conducted their first services there. *This was before your date of 1889.

The patronage for above extended over an 8 or 9 mile inland area. Packet boats frequently loaded provisions across the street from the store. The town would have been very dead without all of this.

Note: Recheck the date on the corner

stone. I believe 1885 would be a good estimate when the building was under construction.

Upstairs in the hall you will see a skuttle in the ceiling giving access to the space above. Have you ever looked up in there? At one time there were a few pairs of antique roller skates there with hard maple rollers, etc.

The gas plant in the store's basement not only furnished lighting for the store but for a row of ornate lights on iron standards up the middle of the sidewalk to Whisky Run. It was known as the "Dennis White Way".

At the rear of the store was a dummy elevator to lower butter into the cool basement. It was at the rear end of the north counter. At times some sand bags were placed in the opening behind it and a shooting gallery was provided.

YOU AINT GOT NUTTIN ON ME!

It was in the 1940's and a dance was expected to attract a large crowd. Many early arrivals stopped in at Carbers Tavern for a little pre-dance social bolyty. It was in the building formerly occupied by the Mil. Hire Clothing Store. One minor anxious to be where the action was had to be told to leave on two occasions. Upon his third visit Heino grasped him by the collar and shoved him out the front door. The youth shouted, "You will pay for this!".

During dance intermission the dancers viewed what appeared to be the entire business section on fire. Much of it was. All the buildings between the general store and Whiskey Run were ablaze. Just the first floor of the Barber Shop was saved. Totally destroyed were the Scott County Bee Keepers Storage Bldg., the Carver Tavern, Restaurant, Shoe Repair Shop, two smoke houses, and a two story barn. Heino's brand new Buick in the barn was a total loss.

The State Fire Marshal was summoned. He interrogated the

youth who had been ejected from Carver's Tavern and who had threatened reprisals. He said that the youth's answer to every one of his questions was the same. "You aint got nuttin on me." Now the youth lived in the old Riverside Hotel. The entrance door was locked every night about 11 but adult tenants had a key. One tenant reported that during the night the suspected youth entered the building through the coal bin. Evidence was insufficient for a trial.

Now Holmes' problems were not over. He purchased and moved into a building between Whiskey Run and Clay St. Unaware that the ditch was privately owned and taxed property, he cantilevered a section over the ditch extending south. When he was told by the owners that his ~~entrachment~~ encroachment would cost \$5000⁰⁰ he just about had had it. It was just a joke however. For \$25⁰⁰ he purchased the entire width of Whiskey Run and his faith in humanity was restored.

Lakeland, Fl.

25 Feb. 1983

Dr. Mrs. Miller,

The building you own and refer to in your recent letter was built by my father Job Dodge Dennis. In the small historical booklet "Out of the Past" which I wrote for the Bicentennial celebration is an article "From a Modest Beginning." It contains quite a bit of information about your bldg. Only 100 copies of this booklet were printed. Within 2 weeks after publication it was sold out. I have but one copy left for myself. Both the Princeton library and school have a copy. I would suggest you borrow a copy and have those sheets pertaining to your bldg. duplicated. Although copy written you have my permission to reprint a single copy.

For many years this bldg. was the business and social center of the town. It was the only business enterprise of any con-

sequence that brought in people from outside the town. My father was the only local grain buyer and was agent for the steamboat packet companies. In front of the store, in the street, was a large wagon scale which was the lone one in town.

It is most surprising that no one in Princeton ever considered having your bldg registered as a historical landmark. With its mansard roof and very solid construction it has attracted the attention of many local historians.

I was the youngest of 11 children. Because I was not yet in Kindergarten but had an older brother in college ~~and~~ educational requirements were broad. My father bought a home in Davenport because of this but we maintained a summer home in Princeton. In 1918 when I graduated from high school we returned permanently to Princeton Sincerely Yours,
Paul B. Dennis

Princeton, Iowa
Oct. 10th, 1983

Dear Mr. Dennis,

Thank you for the letter, I received in Feb. '83. Could you answer 1 more question for me? Do you know the exact year my building was built? I found a cornerstone (I think) in the yard that says 1889. Would this be correct? Please let me know. I'm checking on a status of historical landmark but I'll need the exact year.

Also the Princeton Days Committee of which I am sec. treasure & artist, received a letter from the Iowa State Historical Society wanting to know if we had a copy of the history of Princeton. We have none & nothing else has been written since your booklet. Did you ever send them one? If you didn't may I make a copy to send to them for their records.

Thanks you again for your time

Penne Miller
422 and 424 River Dr.
Princeton, Ia.

~~copy~~

To Mr. Paul B. Dennis
51 Bonny Shores Dr.
Jabeland, Florida 33801

P. Miller's Place
William Hopson
May 6, 1840

Book "O.E" PAGE 2
Filed May 16, 1844
Book "D" page 62
Certificate #
586

93.82 ACRES

THOMAS Stubbard
to
JESSE R. JAMES

OCT. 22, 1849
Filed JAN 2, 1850

Book "6" L&M
page 212

JOB D. Dennis

~~Aug~~ August 3
1875
+ MR. G. G.
MRS ADELINE Dennis May
Cons. 300. — 28, 1868

MARCH 26, 1886
Cons. 3,600. —
Cons. 2500. —

Jan 4, 1899
Railroad tracks

IOWA STATE HISTORICAL DEPARTMENT
DIVISION OF THE STATE HISTORICAL SOCIETY

The Library

Iowa City, Iowa 52240



June 13, 1983

Princeton Quascentennial Committee
Princeton, IA 52768

Dear Sir or Madam:

The State Historical Society Library is interested in obtaining a copy of any centennial publications from your community. We try to collect as many of these important histories of Iowa communities as possible and would certainly like to add yours to our collection. If you would like to donate a copy, please send it to: Library, Iowa State Historical Society, 402 Iowa Ave., Iowa City, IA, 52240.

If you are unable to donate a copy of your centennial book, please let us know the cost of a copy and we will send you an order for one. Thank you.

Sincerely,

A handwritten signature in cursive script that reads "Susan H. Rogers".

Susan H. Rogers
Librarian

IOWA STATE
HISTORICAL
DEPARTMENT

Office of the
State Historical Society

402 Iowa Ave.

Iowa City, Iowa 52240

(319) 338-5471

Dec. 30, 1983

Penne Miller, Secretary-Treasurer
"Princeton Fun Days Committee"
P.O. Box 398
Princeton, IA 52768

Dear Penne Miller:

We don't have the 1976 booklet on the history of Princeton. We will be very glad to receive the new expanded version. Thank you for responding to my inquiry. I will be looking forward to receiving the book.

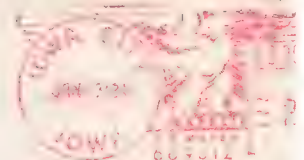
Sincerely,

Susan H. Rogers

Susan H. Rogers
Acquisitions Librarian

*sent book
6/08/84
PM*

Library
IOWA STATE HISTORICAL DEPARTMENT
OFFICE OF THE STATE HISTORICAL SOCIETY
402 IOWA AVENUE
IOWA CITY, IOWA 52240



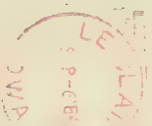
Penne Miller, Secretary Treasurer
"Princeton Fun Days Committee"
P.O. Box 398
Princeton, IA 52768



Le Claire State Bank

LE CLAIRE IOWA 52753

Mrs. Penny Miller
Princeton, IA 52768



Telephone: 319/289-4321

LeCLAIRE AGENCY, INC.

323 S. Second
9-6-84

LeClaire, Iowa 52753

Dear Penne:

I wanted to pass on a copy of Paul's letter for you and the committee to see. You are to be commended for your part in getting "Princeton's History" distributed. I was pleased that he appreciates your efforts, as well as those of the committees'. Keep up the good work.

Sincerely,

Stue

page (2)
Paul B. Dennis
51 Bonny Shores Drive
Lakeland, FL 33801

to this and her works will endure.
She knew of my interests and sent
an autographed copy to me of
"Our Christian Home and Family".
Florence and I seem to be above
average healthwise for people of
our age. Her days of painting are
over because of diminishing eyesight
but her Hammond organ is
a good substitute. She rides a trike
and I a bike. This is a popular diversion
in our park of 163 homes.
We are well acquainted as for 7 years I
have edited the park monthly newsletter.
I was pleased with the distribution of
my book accomplished by your committee
particularly Pennie Miller with whom I
dealt. May I reiterate and again
voice my appreciation of your fine
letter.

Sincerely Yours,
Paul

(Copy)

sent Dec. 29th 83

Dear Mr. Dennis,
Thank you for taking the time to
write to me again! I was very pleased
to read all the info you sent. I do
have a pr of women's wooden roller skates up
in the lumber hall.

Our P.O.C. met Nov 8th 83 & discussed the
poss. of selling your book for you.
We would need to know how many
copies would be printed so we could
include it in our advertising & to
the book printed yet or when would
it be available. A new expand history
of Princeton has already generated
a lot of interest, so please let me
know as soon as possible.

Thank you again
P.D.

Staff
Tu. Hist Soc

Dec 29th, 1983

Susan Rogers.

Librarian

Dr S. Rogers

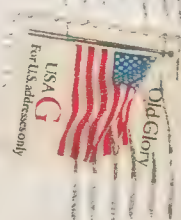
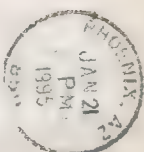
I'm sorry it took so long to answer
your letter of June 13th 83.

Do you have a copy of Paul Hennis
1976 Booklet on the History of Remond?
This year he wrote an expanded
version with 38 articles of the 1st
plus 44 more. He will furnish a
copy gratis, but I will be sending
as soon as I receive it.

Ray ~~Ed~~ Curtis of Scott Co Hist
soc bought about 15 copies of
the 1st ed. Only 100 copies of the
1st ed. were printed 3 more are
available.

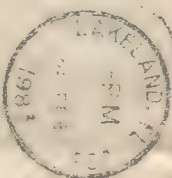
Let me know if you have any
more questions. Sincerely,
P. H.

LOUIS H. GOLLER
May to November address: November to May address:
560 Wood Avenue SW 9654 E. Foster
Bainbridge Is., WA 98110 Sun Lakes, AZ 85248



Story in history book

Jenne Miller
422 + 424 River Dr.
Princeton, Iowa 52768-0398



Paul B. Dennis
51 Benny Shore, Dr.
Lakeland, FL 33801

Jenne Miller
P.O. B 398
Princeton, Iowa
52768

Lake land, Fl.
10/15/83

Dear Mrs. Miller,

I am pleased to learn you share my interest of having your bldg. declared a Historical Landmark. The Scott Co. Historical Society have for a long time regarded it as such and included it on their tours.

In regard to your question about the date the bldg. was completed I can say this.

According to the history of the Princeton Lutheran church they first met in Dennis Hall during 1888. I would say the store was either under construction or built in 1885.

— Now I will be able to supply you with a copy of my 1976 book but am quite sure you would prefer a copy of the revised edition which will soon go to press. The latter will not only include the 28 articles of the first edition ^{but} ~~was~~ will contain 44 more in addition for a total of 72.

I will furnish you a copy gratis to send to Ia. st. Hist. Society when available.

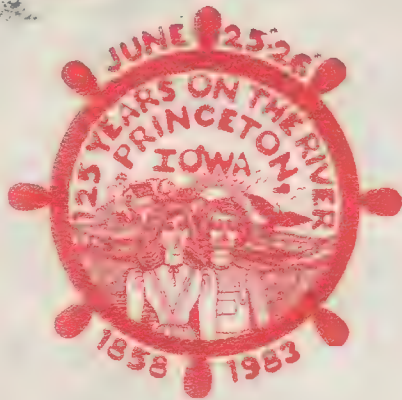
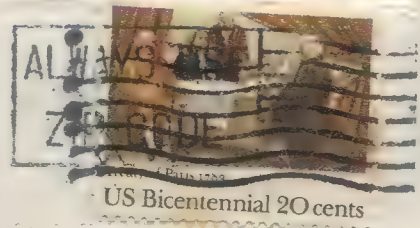
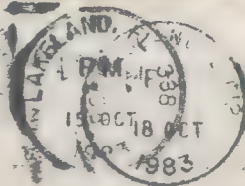
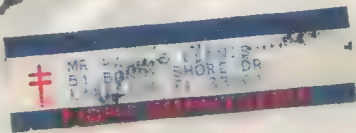
My first edition went fast and as I recall it sold for \$5 each. I have but 2 copies in reserve which I could have sold many times.

Printing costs have gone up as well as postage.

I am planning tentatively of having
an agent or agency in Princeton making
them available for \$7 a copy, \$2 of
which will be their commission. I do
not want to peddle them one at a time
from home and have the additional
trouble & expense of mailing single copies.
There were just 100 copies of first
edition printed. Roy Curtis of the Scott
Co. Hist. Society bought about 15 copies the
first week. Nearly all the balance were sold
on the day of Princeton's Bi-Cent. Celebration.
Keep up your good work and at any
time you may have questions feel free
to make them.

Sincerely Yours

Paul B. Dennis



Penne Miller
P.O. B #398
Princeton, Iowa
52768

Lake land, #1.

Dear Penne Miller,

1/19/84

I was pleased to learn of your committee's interest in having the distribution of my historical book. The printer has scheduled its completion for the last week of this month. When available I will furnish you a copy.

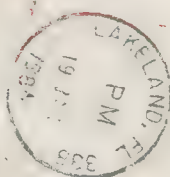
We share a common interest in historical Princeton. An equitable arrangement can be made for the books distribution. At no time should you incur any risk as the books can be consigned to you to meet demand and any unsold ones can be returned to me.

It was almost 150 years ago that Giles Pinneo crossed the river on a log and became the community's first settler. It is significant and almost inconceivable^{that} during all those years that this book is the only one ever written exclusive for the area.

Most Respectfully Yours

Paul B. Dennis

Paul B. Dennis
51 Benny Shores Dr.
Lakeland, FL 33801



Penne Miller
P.O. # 218
Princeton, Iowa
52760

Paul B. Dennis
51 Bonny Shores Drive
Lakeland, FL 33801

3/29/84

Dear Penne Miller,

The printing of enough pages for 100 books has been completed. We have experienced some delay in regard to providing a durable cover for binding. The book is too thick & heavy for an ordinary light cover. Eventually I am sure that 100 copies will be insufficient but it will be a good start. Maybe a local printer could give you a price should the sales warrant. It would save transportation costs from Florida. Also there would be a more immediate source of supply. That can be worked out later however.

Your committee will be the sole distributor. I do not wish to take orders from anyone else and already have made some referrals to you.

I am sure the books will prove to be of importance in your program. It is the only book ever written exclusively of the Princeton area. The references made by Julie Jensen in her book were from my first edition and



PENNE MILLER
PRINCETON
IOWA

52768

made with my knowledge and permission. She had lunch with us at the time. At any rate after 150 years a native son took pen in hands.

In your first letter to me you mentioned a date shown on the cornerstone of your building. I am sure your opinion in regard to the date was correct. My father started a store in the next bldg. to the north of yours in 1875. A date of 1880 or shortly thereafter would be correct.

I am most anxious to help you in anyway I can to assist you in your program. Feel free at all times, if I can lend assistance, to call on me.

Most respectfully yours,
Paul B. Dennis

Paul B. Dennis
51 Bonny Shores Drive
Lakeland, FL 33801

Refraction tower

66.92
Des Moines
Sunday
Ray

Dear Pennie Miller,

5/21/84

The beautiful button arrived and is a credit to your artistry. I also appreciate that you have found a source that can make up the books locally which would save time and transportation costs.

I will be able to provide you with 90 books of the 100 on order. I need ten for myself & relatives. You are the sole distributor.

The local printer delivered 25 completed books to me the past week. It was necessary for me to return them for correction as 2 pages were reversed and a change in the index was required.

In order to obviate a depleted stock in your hands, I will loan you my master copies for reproduction and which I will mail to you. All of the proceeds of their sale will be yours. I am sure you will first dispose of the 90 so I can recoup my expenses. Some people may require several books. Glenn Suster bought about 10 of the

first edition and Roy Curtis
of the Scott County Historical
Society a like amount. I
would suggest that you charge
at least \$12.50 per copy
with all of the price over \$10.00
to be retained by you.

The book is quite elegant in
appearance and although it has a
durable hard cover it is a loose
leaf binder. Since it is a histor-
ical book and will be referred to
for countless years I thought it
would be nice to have a page
inserted in the book listing all of
your officers & committees in
this most significant event which
stands alone in the communities
150 years existence. I think it
is a privilege for all of us to
share together.

Sincerely yours,
Paul B. Dennis



PENNE MILLER
PRINCETON
IOWA

52768

Paul B. Dennis
51 Bonny Shores Drive
Lakeland, FL 33801

Paul B. Dennis
51 Bonny Shores Dr.
Lakeland, FL 33801

5/31/84

Dear Penne Miller,

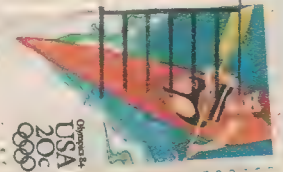
Yesterday I mailed you by Parcel Post 3 boxes of books containing 24 books each for a total of 72. You should also receive 20 more books shortly. I had 100 on order but will retain 8 books for myself & relatives. You will receive close to the quantity you originally requested.

I hope you will not be disappointed by the book. It is sort of a homospoon narration written in the same spirit as you and your committee manifest. It gives me some pride, as a native son, to contribute the lone book pertaining to the communities' history. I will be pleased to know how it goes over. Thank you for your patience.

Sincerely,

Paul B.

Penne Miller
P.O. B. #398



THE HANDICAPPED

Dear Penne Miller,

Lake lands Fl.

8/17/84

Thank you for the \$150 check. The demand for books now will naturally decrease but will still continue in limited fashion as the books are circulated. I am very well satisfied with your efforts in this direction.

The interest manifested in having pictures included in the book is understandable. Without question they would add to its interest. I have given this some thought and believe a Supplement feasible which in loose leaf form could be added to copies already in circulation. Should a demand still exist, sufficient to warrant the printing of another edition, then the pictures could be incorporated in it. I would furnish you all the help possible by furnishing a few pictures and maybe even a few articles I did not include before. I could also give you the master copies of the '83 edition. If I wrote some articles for you I could send the drafts to you for tipings reproduction. Should you initiate this later program any help I might give you would be just a contribution.

I think that all of us
who shared in making our book
available to the public can be
proud of our accomplishment.
We have given the town the only
book of its kind. For my part,
after reading letters of com-
ment, I decided any time or effort
expended was worth it.

Sincerely Yours,

Paul B. Dennis

P.S. Should Dorothy Hunning of
Mt Carroll, Ill. drop by please
give her a complimentary copy.

Paul B. Dennis
51 Bonny Shores Dr.
Lakeland, FL 33801



PELLE Miller
PRINCETON
IOWA

52768

Box 398

Paul B. Dennis
51 Bonny Shores Drive
Lakeland, FL 33801

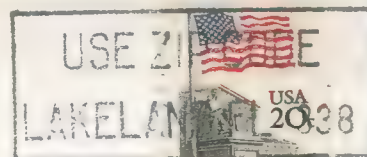
8/20/84

Dear Dorothy,

Last winter you mentioned you would like a copy of the last edition of my historical book. The latter was not completed by the printer until early June. This was just in time to be featured and sold by the Princeton Days Committee for their June 23-24. celebration. It created a lot of interest and I was asked to be Grand Marshal of the parade which I had to decline. I have written

to Penne Miller, Sec. & Treas., to give you a complimentary copy. She lives in the annex of my father's old store just north of the present Boll's Store. This book is the only one of its kind ever written about the Princeton community.

We are waiting for some cooler weather so we will be able to get Carol to drive us down to see Kay & Nick. We haven't heard from them since Xmas. We have had a beastly hot summer. The weather plus the high pollen count is responsible to



DOROTHY R. HURNING
410 1/2 SO. COLLEGE
MT CARROLL
ILL.

61053

Some extent for my more
persistent headaches. Florence is
getting along fine. She requires
much rest and tires easily, but
both her mind and appet. are
good.

Paul, Carol & family are all fine.
Dick & Allison are vacationing in
Wales for about a month.

Emmy too is fine. She is an
officer in Historic Newburgh. She
raised a nice family and has been a
good loving daughter for which she
will be rewarded. I do not intend to
make the same mistake Salato did.
I understand his hairdresser got even
the investments that Marie had made
from money left her by her mother.
We think of Marie often and her won-
derful personality. Debbie's husband
has had his own company now for
a couple of years. I understand their
home on the bluff overlooking the Ohio
R. is very nice. Paula Sue graduated from
H.S. and will enroll in a Beauty College. She
is a cashier for the summer in a fast
food restaurant. Liz graduated Cornell as
a psychology major and will continue for
a masters & doctorate. Spaw is well.

Regards! Flo & Paul

Paul B. Dennis
51 Bonny Shores Drive
Lakeland, FL 33801

11/16/84

Dear Penne Miller,

I am giving your recent letter attention. Have gathered up a few photos:

- (1) My birthplace, the old brick across from Harold Woomonts.
- (2) The Dr. George Bell home which was acquired by my father about 1908. Until 1918 we used it as a summer home during which time it was remodeled & completely redecorated. In 1918 it became our permanent home until it was destroyed by fire in 1928.
- (3) The Princeton-Gordons Ferry launch. Operator John Forsyth. A Sunday school class of girls in ruffles and waiting to get onboard.
- (4) A postcard picture of downtown Princeton looking north taken from roof of old Knox Bldg. (Bells' Store)
- (5) A picture of Dr. W. F. Skelby with 105 big ducks shot at the Wapsippi Club upriver from Princeton in 2 days.
- (6) A photostatic copy of a couple pages of Princeton newspaper at the turn of the century.

I am sure more will come to light although we lost the bulk of our pictures when our home was destroyed by fire.

I have started to write a few articles about things I omitted before which you can use if you wish. Any material or assistance I can give you is my donation to a worthy cause. You still have a few books remaining and with their sale, for which there never will be any hurry, I will have more than enough compensation. Keep me informed as to your progress and maybe there is some subjects you might like to have me write about.

Let me commend you for your work on the school mural. We can share this hour together that the interest in historical Princeton has been motivated.

Sincerely,

Paul D.

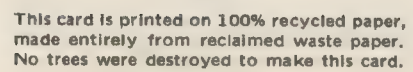
P.S. I am surprised D. Hunning never called for her book. I also told Bernice Gray she could get one. If you can spare 2 I have 2 relatives who feel slighted. Should you send 2 to me keep the money on your next sale.

Dear Penne Miller,

In a recent letter from Bernice Gray she mentioned she had picked up her complimentary book. She referred to you as charming and gracious and expressed admiration for your artistry and intense enthusiasm for our book. I say our book because it would be worthless without distribution and readers. I hope the people in the community appreciate your contribution to their society. Now if you are not discouraged from the results of your ad I think I can supply you with enough pictures and if you wish will write a few more articles for a modest supplement. Advise me on this score and as a reminder the master copies of the present edition will be yours for duplication. I have written to a cousin of mine, in the 90's, about pictures. I wish you and your family a happy Christmas.

Paul D.

Greetings of the Season



50XM-2175-T

©MCMXXVII RECYCLED PAPER PRODUCTS, INC.
Box 11384, Chicago, Illinois



Dear Penne Miller,

1/23/85

I have been doing some writing for the supplement and am inclosing a few articles for your consideration. You may reject any that you think are possibly not appropriate and also any spelling, punctuation or sentence structure are open to correction. Before writing more I will await your reaction to the inclosures.

You have contributed much to the preservation of local history by your distribution of our historical book. Coupled with your work on the school mural is certainly commendable enough to record. Would you please furnish me with an outline of your educational background in art.

I continue to look for old pictures and am locating some. I may get some copies made before mailing in case of loss. Any suggestions you wish to make will be welcome.

(OVER)

Sincerely,
Paul D.

P.S. In the Princeton City Hall
there is a framed list of
Korean War veterans hanging
on the wall.

Paul B. Dennis
51 Bonny Shores Dr.
Lakeland, FL 33801



PENNE MILLER
PRINCETON
IOWA
52768

Paul B. Dennis
51 Bonny Shores Drive
Lakeland, FL 33801

2/22/85

Dear Penne Miller,

I just renewed my subscription to the North Scott Press. I was entitled to a free 20 word add and I took the liberty to use it as follows:

Princeton's only historical book at \$12 50 per copy. A fine gift. Penne Miller, Princeton, Iowa next to Boll's Store.

If you intend to continue with your plans for a picture supplement I will also continue my search for pictures. I may also think of some more material for articles. You can advise me.

Yesterday I had two visitors who were former residents of Princeton. They were most enthusiastic about our book. One was Claude Arney, a brother-in-law of Joyce Brockhause's mother.

Sincerely,
Paul D.

3/21/85

Dear Penne Miller,

Inclosed is a little more material for your supplement As I mentioned before it is your privilege to revise or reject.

I hope that the little write-up I gave you meets with your approval. No doubt I could have been more expansive if I could have met you according to the opinion of my friend Bernice Gray. And by the way she is quite knowledgeable about art. When younger she did colored touch-ups on photos.

Maybe it would be best to let Joyce read her commentary. When you print something about someone else it is best to get their approval beforehand.

I do not think you will have any difficulty in disposing of what few books you have left. Should you anticipate a further demand I will send the master copies to you to

have and keep. I will want
to buy about 6 copies of your
supplements.

I think my writing now ^{will} soon
be finished. You may however request
a topic or two which will give me
maybe an idea.

So far I have found about a
dozen old pictures that will be applicable.
I will be sending them to you before too
long maybe with an additional article
or two. Feel free to offer any

suggestions you might wish to make.

Most Sincerely

Paul N.

4/5/85

Dear Penne,

I think this will about wind up my contribution to your '85 Supplement. I am sorry I cannot be there to help you put the pieces together.

The bulk of our family pictures was destroyed by fire when our home was burned in 1928. I was glad to be able to find a few especially our home, my birthplace and the Princeton-Cordova motor ferry. You are under no obligation to use all of them.

If in anyway I can help you please advise.

Sincerely,
Paul W.

Dear Penne Miller,

4/26/85

It is always a pleasurable occasion to receive your letters. I would miss not hearing from you.

I am glad that my little personal article about you met with your approval. In my writing was the intent to mention those of merit. I am indeed surprised that anyone should question your eligibility for inclusion in our book. A person is not judged by their length of service in a community but by their contribution to society. Such inclusion should be left to the judgment of the writer. It took 150 years to have someone write a history of Princeton. I feel honored that I received that privilege. I have had several letters of commendation. One influential man wrote - "Your book is the only one of its kind

Do not feel too badly that you
got little response from your
request to others for written
contributions. If you should ask
me to paint a mural I would
be unable to comply. With all the
old pictures & newspaper articles
you have been able to collect plus
my additional articles I think
you have enough for quite a
respectable supplement. Should
you anticipate further demand
for the '84 edition I will send
you the master copies for
reproduction. The printer did
a poor job on 3 or 4 sheets
could therefore be avoided should
you use one of your present copies.

I have no knowledge of a
once existing Princeton Stone
Quarry. Most of the early
construction was with stone from

and you can be proud of it.
Thank you for writing it.

the picture place of my
B. DENNIS
PAUL
OF
PLACE
IT

Dear Penne Miller

6/7/85

I am getting concerned that you may be over exerting yourself in your efforts to get the supplement out this year.

There is always another year.

I am sorry I am not there to help you.

Merlin Boll sent me a complimentary copy of Leclaire's book. It is quite different from ours in that it is replete with commercial ads and places great emphasis on Leclaire's position during the era of the residence of their rapids' pilots. The coming of the rails had slight effect on Princetons' prosperity which depended on its rural trade. Our book is strictly historical. It depicts the transition of a humble settlement ^{from} ~~at~~ two log cabins to a modern city in 150 years. It is both critical and compliment-

(2)

any in its pages Throughout
it all it shows a typical American
culture of a good people.

I think now it can be said
that you and I have created
or revived much interest in
our heritage. We can share
this hour together. In years to
come there will be many who
never know us personally but
will know us through our book.

Sincerely Yours,
Paul D.

P.S. You are getting low on
the '84 edition. My offer
to send you the master copies
for reproduction remains with
you to retain all receipts. I
mention this as in the first
~~page~~ printing there were 3 or 4
pages with words not printed
entirely. We may return next year
for the summer. 103° here this
week and no relief in sight.

7/2/85

Dear Pennie Miller,

Thank you for the \$70 check. Just consider that the final payment. The book or two you might have left can be used as a reference while you are assembling the supplement. You have accomplished much on the latter and now can be more relaxed in its completion. Should you wish to have me help in any way feel free to ask.

Also if you wish to invite suggestions from me I will do so gladly and you will be in no way be bound to use them.

I think it is wonderful that many can share by contributing to the supplement. I think it will be the same enjoyable work that you and I have experienced.

Merlin Ball sent a complimentary copy of Leclair's book to me. It was the work of many over a

(2)

period of several years. Where our book's contents is strictly historical their book is replete with commercial adds. They place great emphasis on the prosperity of the town's relationship to the river. Princeton was a river town by location only. The coming of the rails had little effect on the town's prosperity which resulted from the farm trade. Even during the collapse of farm production ^{prior to} before the turn of the century the farmers could sell their grain in Princeton and were never refused credit for the necessities of life. The Farmers Savings Bank with its McClure Branch is symbolic of this. I must end this discourse for I will find myself writing another article. What I should have simply said was that we

traced, in a simple manner,
the transition of a settlement of
a lone log cabin to an
enterprising and prosperous
town.

We have been experiencing an
almost unbearable hot summer
here in Florida. I hope next
summer we will be able to
spend a few weeks north. I
have missed our home and life
in Princeton very much.

Let your job rest awhile and
this winter you can attack it with
renewed vigor.

Sincerely,
Paul B.

We hope you and your husband have an enjoyable holiday season. We just had a visitor from Princeton who said the river was still open with lots of boat traffic. No doubt you have either seen or heard about Dorothy Laque's book supposed to be a history of Princeton. Her research was on the entire upper Mississippi Valley and could apply to any of its little river towns. She did however include a few pictures. You did a splendid job in promoting "out of the Past" and to sell an entire edition within a few days was quite an exploit. Should you in the future get out another book I would be glad to help you.

May Your Holidays be Filled

with the

Beauty and Wonder of Nature

Florence & Paul Dennis

*Last letter from Mr. Dennis
1988*

A representative statewide organization, affiliated with the N
wildlife and other natural resources through education.

Florida Wildlife Federation



This chicken-like gamebird has descended from dom
North America by early settlers from various pa
Although the mottled brown female is rather drab in
quite spectacular, boasting a long, pointed tail, so
green head and often an icy-white neck band. These
runners and strong flyers (although their take-offs are
by noisy hopping and loud cackles). Nests are grass
tucked away in dense grass or weeds. The 6-15 cl
protein-rich insect diet. Adults thrive on a variety
tender leaves.

Kevin T. Daniel

by

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